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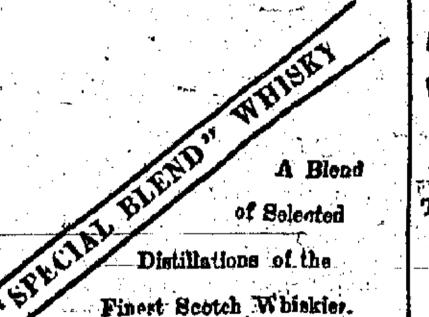
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MANAGER. Hongkong, 31st October, 1902.

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one side of the paper only. No anonymously signed communicati as that have already appeared in other papers will inserted. Unders for extra copies of DAILT PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash, Pelegraphic Address: PHERH. Codes: A.B.C. 5th Ed.

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HONGKONG OFFICE: 14, DESVŒUX ROAD CI. LONDON OFFICE: 131, FLEET STREEL, F.C.

HONGKONG, JULY 12TH, 1905.

During last month we published a few notes relating to the difficulty encountered by the Shanghai authorities in seeking to make a good road to "the Hills." The entire correspondence has since been published in the Minutes of the Municipal Council, and affords an excellent example of the troubles and annoyances incidental to all negotiations with a certain class of the landowners, the magistrates, the tipaos, and Chinese. It was not, apparently, that the people of Chingpu were really averse to receiving the blessings of good highways. but that their "objections" were inspired by those who should have known better. It will be strange if, as a result of the strong attitude of the Senior Consul, Dr. KNAPPE, the Shanghai TAOTAL is not speedily brought to a knowledge of the error of his ways. The first letter, as published, is one from the Belgian Consul, M. D. SIFFERT, to the Municipal Council, stating that the TAOTAI had demanded the instant stoppage of the road-making. The as well as in many others, that your principle is Chinese—the heads of the firms being Ningpo sub-magistrate of the district had reported that the people were uneasy because the road surveyors had driven in pegs on or near to Chinese graves, always a source of trouble. The "native gentry" and "elders" petitioned against any foreign road at all from Sicawei to the Hills, but this also was quite usual, and formal. "general opinion of the Chinese the meantime, a report that the Consular public" in sight of a possible "squeeza" Body had decided to ask the Wai-wu-pu to never antagonistic. On the other remove the Taorai is officially contradicted. Municipal Council had been Perhaps the Viceroy's representations will approached by "certain native residents" be sufficient.

to make the road; but the Council was not delivered in London on the 8 h instant: proceeding with the work regardless of the Chinese officials. They were making the The 231st plugue case was recorded yesterday. survey only to get information as to the probable cost, before doing anything further.

persuasions with the Council, and made

certain offers in connection with the

necessary land purchases; and did not

appear to be unduly alarmed about graves.

These particular Chinese minds were focussed

apparently, more on tacks than tombs. Sc

the Council tried to represent to the TAOTAL

"objections" of the TAOTAI were forth-

objections should have suddenly be u raised

against such beneficial work at a time

progress. It is thought that evil-disposed

persons may have raised those obsticles in

the matter especially for their own benefit.

But, said he, when there are Treatics

everything should be done accordingly; and

the Municipal Council's surveyors had not

aunfurled their tapes according to Red

Tape; (This is rather free turns-

literation) and "the person who objects

to the Council constructing the road as

Ch'th-pao village is myself (the TAOTAI)

and not any evil-disposed persons." His

have their limitations shown by this obstruc-

tion; and to that end he was instructing

pegs without delay. In a subsequent letter,

the TAOTAI pretended to believe a report that

violent measures." This, of course, was all

nonsense; and the people who were to be

pistolled had been actually showing "co"

operation and good will." All objections

but those of the TAOTAL were removed:

only proved adamunt, or, more justly,

pig-headed. Then the Consular Body

grew "tired of the conduct shown by the

local Chinese authorities"; and went past

TAOTAL to VICEROY. Not unnaturally, the

TAOTAI regretted "such conduct on the

part of a civilised nation." The subsequent

proceedings are so ably indicated in a mode!

letter from the Senior Consul, Dr. KNAPPE

to the troublesome TAOTAI, that 'we must

"The construction of roads is a very important

factor for the development of the country. ... E.

Chang Chi-tung, one of the wisest statesmen of

China, who is appreciated as such by foreigners

and thinese alike, has always made it a point to

act in accordance with the apove-mentioned prin-

ciple." When in Canton he constructed a quay

alengside the West river of many li kngth; in

Nanking he connected the Yangtze river at Shin-

kuan with the southern parts of the city by a

road of over 60 li; and in Wuchang also an excel-

"All these roads are a blessing to the population.

"In the same enlightened spirit your predecessors

have acted in Shanghai. I draw your attention

to all the roads in the neighbourhood, viz., the

Jessfield Road, the Gordon Road, the Robison

Avenue Road, Avenue Paul Brunat, and many

"The road proposed to the Hill is not destined

for the pleasure of foreigners in Shanghai but it

is an absolute necessity for the food supply of a

city with a population of nearly a million Chinese.

"I had many conversations with you in this

matter, have always need my best endeavours to

come to an amicable understanding. I have

admitted that the road cannot be constructed

without the consent of the Chinese authorities.

I have suggested to call a in cling of all those

who are interested in the matter, viz., representa-

tives of the Consular Body, the Municipal Council,

on your part is the real cause of the difficulty :

of the municipality; and to report whether there

"It is interesting to read your rep'y of the

10th. You protest against direct intercourse with

Chinese authorities except yourself, and declare

that it is not in conformity with the treaties.

give it almost in full:-

lent road has been built by him.

the territory was still outside.

in the negative

are any real difficulties.

idea was that the Council's powers should

when other local improvements are

the additions for the 21 hours being three. " It is pointed out that the "news." (about "Three Chinese gentry" continued their the establishment of a Danish Japanese "rading

Company) telegraphed by Reuter towards the end of June was published by Fairplay on. February 2nd.

"I did not steal it," it flow on board my bont," Li Shin informed Mr. G. N. Orme at the Police Court yesterday when charged, at the instance of P.C. Barrie, with being in unlawful Lossession of a chicken. His Worship did not "the general benefit, both to the local natives believe the story, and ordered Li to pay a fine and to the residents in the Settlement, of \$10 or go to good for fourteen days. -

which this road would afford." This was in A correspondent addressed us regarding the April, 1904. Two months later the alleged remissness of the Sanitary officials in not disinfecting a doorway in which a corpse coming. This enlightened individual was was found. We sent the letter on to the proper quarter, and learn that the case referred to was able to see that the road would be " of greatnot one of infectious disease at all, so that no benefit to Chinese and foreigners alike," and special measures were necessary. Will our quoted Sir Pelliam Warren's remark that correspondent please note? it was "a remarkable thing athat these

Before Mr. F. A. Huzeland at the Police Court yesterday Lance-sergeant Pitt, of the Water Police, charged the captain of the s.s. Timahi with blowing his whistle other than for the purposes of navigation while at anchor in the harbour. The captain's defence was that he blew the whistle for a pilot to go aboard to shift his vessel. He was ordered to piy a fine

Mr. E. J. Harrison, an English journalist resident in Tokyo, has an excellent story translated from the Russian in the Japan Chronicle. We believe that Mr. Harrison's study of Russian was commenced when war began, so that he has made wonderful progress. He reads, writes and speaks Japanese fluently is an expert at jujitsu; and is evidently a credit to his race and profession.

The latest idea in the Australian Commonwealth is to have a National Anthem of their own. At a meeting of the Australian Natives the native officials to pull up the surveyor's. Association held at Perth on the 1st May, it was resolved "that the Association offer's prize for an Australian National Anthem, the words the surveyor and his men had pistols and of which shall have no reference to any country were "propared to quarrel or fight with the or emblem outside Australia." There must surely be some reference to coloured peop'e. country people," and talked of "these

> So great was the noise made by the electric trams while turning the corner near the Harbour Office yesterday, that it was impossible for the members of the Marine Court, sitting thorein, to hear witnesses giving their evidence, and the President of the Court, Hon. Captain Barnes-Lawrence, had to send a coolie from the Harbour office to keep the lines watered for the approach of cars. -- --

> We have received the 15th annual report of the Meiji Fire Insurance Co., of Tokyo (Fire business only) and note that its reserve fund now exceeds two million yen. There was an increase of business to the extent of over thirty six thousand yen, and losses decreased nearly ninety nine thousand. As a result, the happ shareholders get a seventeen per cent dividend. The representatives in South Chica are the Mitsui Bussan Kaisha.

EUGEN SANDOW COMING.

Sandow, the modern Hercules, is visiting Hongkong this month, and will play a short season in the City Hall. The Sandow company cousists of twenty five pupils, specimens of perfect physical development, developed by the Sandow system of physical culture. These young men Mr. Sandow has selected from different parts of the world; and has one pupil of each prominent nation among them. are nearly all young men of good social standing in their respective countries; and naturally. being men of muscle, are expert gymnasts Road, the Siccavei Road, the Brenan Road, and wreatlers. The comic element of the enterothers. Some of them are now within the bound- tainment is supplied by Mr. Bort Flatt, a musical comedian. The company also includes aries of the Settlements but they were built when Mr. John Dorasami, the Indian violin phenomenon, and Mr. August Dowal, trapeze equilibrist. Sandow is just finishing his tour of the East. He has already visited India and the Straits, North China, Japan, and Manila will complete his Oriental programme.

JAPANESE COTTON MILLERS AT NINGPO.

Writing on the 26th June, the Ningpo correspendent of the N. C. Daily News says: - A contract was signed last week which will have yourself. But I have always received an answer an important effect upon the future of this port. Ningpo has had a cotton mill for over ten " Being convinced that nothing but obstruction years, which, unlike many of the Shanghai mills has fully justified the enterprise of its Chinese and being informed that the land-owners are company. Combined with this cotton miliprepared to sell their property at the prices that is, in the same grounds and under the same offered; and that the tipass are giving every possible assistance, I have asked Dr. Merklinghaus company—a flour mill has been erected, and is to see the magistrate of Chingpa with the surveyor

now making a bid for success. Last week, the contract for another cotton mill was signed, the mill to be erected within twelve months.

The site of the mill is situated on the right back of the river, opposite the British Consulate. The capital of the company will be \$800,000: Will you kindly let me know the Article of the Of this amount, one fourth will be Japanese Treaties where the Consuls are prohibited from owned, and the remainder will be provided by dealing with the Chinese authorities, whenever Chinese. A Japanese engineer and architect will superintend the erection of the mill the contractors being Ningpo and Shaughai firms-

> From the plans of the buildings, it is safe to assert that the mill will not prove an eyesore to the Settlement. A feature of the new mill will be its high chimney, which will be 40-ft. higher than the city pagods.

Your correspondent asked one of the contractors the questions—" How about Fungshui? Won't the people object?" The reply was rather significant, for it was both brief and to the point. "Oh! the Japonese are interested. in the building." At the present time such a reply must be taken as final. It certainly left your correspondent dumb.

Rumour says that still another cotton mill will be erected in the near future in this port. It may be that Ningpo will teach Shanghai how dividends may be earned in this branch of commercial enterprise.

The German Mail of the 7th June was TEFEGRAMS.

"DAILY PEESE" SERVICE.

ELECTORAL-REDISTRIBUTION T. GREAT BRITAIN.

LONDON, 11th July.

The Government is proposing to introduce a Redistribution Bill, on the lines passed by the Conservative Associations in October last year.

tf passed, England will have seventeen more members, Wales one more Scotland four more, and Ireland's representation will be decreased by 22; the total being unaltered.

*. The principle of the Bill is to give one representative to every 63,000 inhabitants. Some of the Irish members represent only five thousand. The Boundary Commission which will have to be appointed if the Bill passes will not attempt any alteration of the constituencies which have at least fifty tuonsand or less than one hundred thousand. The Irish Party will strongly oppose the Bill.

DROWNING FATALITY AT SHANGHAL.

Shanghai, 11th July.

" Willie " Valenza, son of the conductor of the Municipal Orchestra, as drowned vesterday while bathing.

[REUTER'S SERVICE.]

PRINCE ARISUGAWA IN ENGLAND

LONDON, 9th July. Prioce Arisugawa yesterday visited the Wallace collection of pictures. Otherwise, he passed

a quiet day.

THE "KNIAZ POTEMKIN."

London, 9th July. Two Russian warships have taken charge of the Kniaz Potemkin at Kustenji.

THE MOROCCO QUESTION:

London, 9th July. It is announced that a Franco-German agreement has been reached regarding Morocco. It is stated in Paris that Germany recognises the exceptional position of France on the Algerian

BEYOND CRITICISM.

The Japan Chronicle of June 28th says:—
Merchants in Japan again have reason to complain of the way in which the mails from abroad
destined for this country are "held up" by the Post Office at Hongkong. The Australian mail for Japan arriving at Hongkong by the N. D. L. steamer Prinz Waldeman on the 19th instant was taken ashore there with the mails for China. The Post Office was notified that the steamer would leave port within twenty-four bours, yet she was allowed to depart without any of the Australian mail she carried for Japan, were as follows:-although the mail from England was placed on board. The result of this is that merchants who out Captain Bougouin entered into relations unable to get their documents presented at the grams which were noteworthy. It seems that probable that cargo which would have been simply notes prepared for future articles. display the most extraordinary lack of judg- somewhat too precipitate, that the task of ment, to say nothing of common sense.

delays in future.—Yours truly. J. B. Sutter.

It is not any easier to send the envelope or wrapper of a letter that never turns up.

THE "ST. KILDA'S" MAIL.

BAGS OPENED AND LETTERS STOLEN.

Of the English mail which was shipped by the St Kilda at Hongkong for Japan, and afterwards taken in charge by the Russian cruiser which sank the St. Kilda, a portion consisting of twenty bags arrived at Kobe on June 29 three weeks overdue. We (Japun Chronicle) learn from the Kobe Post Office authorities that eighteen out of twenty bags. bags centained in all about two thousand packages.—letters, parcels, and papers. A close examination of the letters shows that seven addressed to persons in Kobe had been opened, while others bore indications of having been tempered with. Of the general mail it is impossible to say how many bags or letters are missing, but the authorities state that several registered letters due with the mail have not arrived, and it can only be inferred that these have been stolen.

What with the delinquencies of the Hongkong postal authorities, the free-lance methods of the Russian craisers, and the occasional lapse of the postal arrangements here, the foreign merchant in Japan is just now severely handicapped.

It is long odds that Punch describes the election of Elihu Root to the American Secretaryship as, verb. et lit., a "radical" change.

THE WAR.

[" DATLY PRESS" SERVICE.]

THE MEETING PLACE OF THE PLENIPOTENTIARIES.

London, 11th July.

The plemipotentiaries of Japan and Russia are to meet at Portsmouth, a scaport city in New Hampshire, America.

and ship-building works.

BRITISH FLEET AT BREST.

London, 11th July.

There were enormous crowds Brest to witness the arrival of the British Fleet; and a most enthusiastic welcome was accorded.

BRITISH ARMY UNFIT AND UNREADY.

LORD ROBERTS AND CONSCRIPTION.

LONDON, 11th July.

Lord Roberts, speaking in the House Lords, said that the British Army was to-day as absolutely unfitted and unprepared for war as it was in 1899. He- advocated some system conscription.

> FRENCH SUBMARINE DISASTER.

London, 11th July. The sunken French submarine has

not been raised. The survivors say that the disaster

was purely accidental.

CAPTAIN BOUGOUIN SENTENCED.

> KOBE, 10th July. (Received 11th July.)

Captain Bougouin, charged with espionage, has been sentenced to undergo ten years' "major" imprison-

His Japanese assistant, Maki, was. sentenced to eight years' "minor

Some French comments on the charge

Le Petit Parisien says: When the war broke had cargo consigned to them from Australia | with the French Press, which congratulated by the Prinz Waldemar are unable to obtain themselves upon finding out there a correspondelivery because the mail containing the bills | dent so well advised on the affairs of Japan. It of luding and shipping documents has not | was thus that the erstwhile attaché became one yet arrived. Should the mail not reach Japan of the correspondents of Petit Parisien in Japan. within the next day or two, consignees will be | Several times he has sent us letters and tele-Customs before the 30th instant, and it is thus | the papers seized at M. Beugouin's house were lauded under the old (ustoms Tariff will have is only natural that in his capacity of a corresto pay the increased duties which take effect pondent he should note all information that he from the 1st proxime. Complaints have fre- obtained. But as to revealing in his corresponquently been made to the Post Office at Hong- | dence any forbidden news he has done none of kong regarding the way the mails in transit are that. For the rest, the French Legation at detained, but the Post Office there is apparently | Tokyo is busy with the incident, and it is upon beyond the reach of criticism, and continues to the Japanese Government, whose act has been

proving the charges falls. Next day, the following letter appeared: - La Liberté says: Capiain Bougouin was Sir. I note by to-day's Chronicle that further | during the early part of the war the correspondelays to the Australian mails have taken place | dent of La Liberté for Japan, in which capacity at the Hongkong post office. I am taking the he has sent us many contributions. He is, in matter up with the Hongkong Government, and | fact, one of the three correspondents of Pelit trust it will be the means of avoiding similar | Parisien, correspondent for an English journal. and likewise an American newspaper, to whom Commercial Representative of he has furnished articles and photographs. Thus the pretext invoked by the Japanese police The Hongkong Post Office is not quite can be explained, though not justified. In the beyond the reach of criticism." A little while | course of a search of M. Bougonin's house in ago, when we called attention to the mysterious | his absence, the police seized outlines and rough disappearance of letters entrusted to the local notes on the war. The Government, moreover, office for local-delivery, an official notice was seems convinced, without chance of dispute, at once posted, advising the public that unless | that the documents seize | with such delat are they enclose the "envelope or wrapper" with nothing less than the bases of information destheir complaints, it was not easy to investigate. | timed for the greatest publicity, We have still in the Liberté office photographs and notes of Captain Bougonin's, whose role of correspondent and journalist is by them shown to be indisputable and perfectly legitimate.

> BY COURTESY OF THE JAPANESE CONSUL. SAGHALIEN.

Tokyo, 11th July.

two cruisers and four torpedo-boats under Rear-Admiral Togo with troops on board bore evidence of having been opened. The were despatched to the Kondo promoutory (south-western corner of Saghalien) on the 10th instant. After a demonstrative bombardment, the squadron landed a naval detachment and occupied the promontory. The lighthouse and the buildings were found in a good condition.

H. & S. BANK DIVIDEND.

We are officially authorised to state that, subject to audit, the directors of the Hongkong and Shanghai Banking Corporation will recommend, at the forthcoming meeting, a dividend of £1.15.0 per share; add to the reserve fund | \$500,000; and carry forward about \$1,700,000.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held vesterday afternoon in the Board Room, Dr. F. Clark (President) presided, and thorn were also present Hon. Mr. W. Chatham (Vice President), Major Josling, Dr. Petrae, Mr. E. Ieving, Mr. F. J. Badoley, Mr. H. E. Pollock, K.C., Mr. Lau Cau Pak, Mr. H. W. Slade, Mr. A. Rumjahn, and Mr. W. Bowen-Rowlands (Sportary).

The President, pursuint to notice, moved:-"That the Board hereby authorise Dr. W. W. Peurse. Dr. H. Macfarlano, Dr. W. Moore and Mr. A. Gibson to enter any shop or premises used for the sile or pr paration for sale, or for the starage of ford, to inspect and examine any food found therein which he shallhave reason to believe is intended to be used as human food, and in case any such food appear to be unfit for such use, to soize the same in accordance with Section 83 of the Public Health and Buildings Ordinanca No. 1 of 1933." He said that no such authority was given under the Section, and it was not often required, but he thought that there should be such authority.

Mr. Poliock seconded and it was carried. ADULTERATED MILK.

Mr. Frank Browne's return of samples examined under "the Sal vof Food and Drags Ordinance, 1896," for the quarter ended 30th June, showed that out of eight samples of milk. examined one was found adulterated. Six samples of beer were all right.

Mr. H. E. Pollock minuted :- Was there a prosecution in the case of the adulterated milk?

What was the result! The President minuted: -Yes, and a fine of \$200 inflicted...

....MORTALITY STATISTICS. The mortility statistics for the week ending 17th June, death rate per thousant per annum, showed the following figures:-British and foreign civil population, 41.9; previous week 44.9; corresponding week lat year, 41.1. Chinese community (land and boat), 26.1., previous week, 23.8; corresponding week last year, 25.0.

LIMEWASHING RETURN. The limewashing return for the fortnight ending 4th July showed that 3,531 houses were treated in the Central D strict and 3,773 in the Western District.

During the week ending the 8th July, 45 rats (including 22 infected) were caught in the City of Victoria, and 189 (12 infected) in Kowloon. The Bresident minuted that the suggestion that the number of rats caught lately had fallen off was incorrect. They were catchiing tifty per cent. more than during the corresponding period of last year.

'A VERY TROUBLESOME PERSON."

Sapper Wells, R.E., was yesterday charged with behaving in a disorderly manner in Ship Street last Thursday night.

The evidence previously adduced by the Police showed that while Constable Mackay was taking a drunken suilor to the station, the defendant shoved him on one side, saying: This is a friend of mine. Six blue jackets then appeared on the scene to back up the defendant. but five of them ranaway when police assistance

The defendant in his statement said—Last Thursday night I was at Ship Street with two civilian friends off the Empress of Japan. left my friends for awhile, and when I returned I saw two constables waking one of my friends up. He was lying under a veraudah, and the constables were kicking at his feet. said to Constable Mackay: What are you doing with my friend! I will see him aboard alright. Just then three Norwegians or Italians came to see if they knew my friend, but they did not. As they left, I went to catch hold of my friend's arm to take him away in a ricsha, when the constable grabbed me by the arm and with his other hand caught me by the neck and threw me to the ground, without any provocation on my part. Just then five or six sailors arrived, and said the constable had treated me in a brutal manner. When I arese from the ground P. C. Hynes said: You come and see him and he will fight you any time when he is off duty. With that one of the sailors joined in with me without my asking for his help. We walked to the top of the street where there was a little argument, and Constable Mackay made a rush at me, while Constable Hynes rushed the sailor. Mackay hit me under the jaw, knocking me down, and then arrested me and took me to the

Inspector Gould, in reply to His Worship, stated that so far as he know the man had never been charged before.

His Worship, to defendant—As this is your first conviction I propose to give you a chance. Vice Admiral Kataoka reports that the No doubt you are a very troublesome person, and I am quite satisfied that you are in the babit of interfering with the police in the execution of their duty. I now warn you that if you againappear before me, I will consider it my duty, in order to protect the police, to sentence you to a term of imprisonment. You will pay a fine of 'S7, in default, fourteen days' imprisonment with hard labour, and I further... order you to enter into a personal bond of \$100 to be of good behaviour for the next twelve months, and let me impress upon you that if you do appear before me again I shall feel it my duty to sentence you to a term of imprisonment without the option of a fine.

Little Alice, much disturbed, begged her mother not to let remarks be made about her doll when it was present, "because," she said. "I have been trying all her life to keep Dollie from knowing that she was not alive.

they think it advisable? "It is evident by your conduct in this matter, obstruction to any progress proposed in the interest of such a centre of trade as Shanghai has become. There appears to be no chance of coming to an understanding with you. I am going Nanking to negotiate with HE; the Viceroy in this and some other affairs." We learned yesterday evening that Dr. KNAPPE had returned from Nanking, and that Viceroy Chou Fu had promised to send an official to Shaughai to investigate. In

SUPREME COURT.

Tuesday, 11th July.

IN OBIGINAL JURISDICTION

BEFORE SIR. F. T. PIGGOTT (CHIEF JUSTICE).

IN THE MATTER OF WONG'S EXTRADITION. Sir Henry Berkeley (Attorney General) and Mr. H. E. Pollock, K.C. (instructed by Mr. F. B. L. Bowley) appeared for the Crown in this case, while Mr. N. Ferrors (instructed by Mr. Otto Kong Sing) appeared for the accused.

Judgment: On the hearing of the application for a habeas cornus before me on 6th June, I reserved for argument before the Full Court the 2nd, 4th, and 5th points which had been raised on behalf of the prisoner: these points were argued on 20th June.

The second point was, that the prisoner's surrender, though asked for an extradition crime, had in fact been made with a view to try him for an offence which is not an extradition crime [art. 4 (1) of the Ordinance.]

On this point the first difficulty which arose was with regard to the meaning of the expres sion "in fact with a view."

The learned Attorney-General conceded tha this question was governed by the ruling in Arton's case (1896-1 Q.B. 108). All questions of mala fides on the part of the foreign Government being put saide, under the English Act the ulterior object of that Government to presecute the person extradited for a political offence may be shewn. So, under the Hongkong Ordinance the ulterior objects of the foreign Government to prosecute the person extradited for a non-extraditable offence may be the plaintiff, and Mr. H. E. Pollock, K.C.

In order to prove the alterior intention in the present case, the Proclamation of the Brigade General at Tso Kong, in Kwong Sai Province, was put in. It may, I think, be legitimately argued from this document, issued in order to assist in the work of "exterminating bandits' from certain villages, that although the extradition of Wong Kn Tseung was only demanded for one crime of armed robbery, yet it does show the throughout the action in which the said ulterior intention of the Chinese Government of punishing him, when they have got him, as a But a bandit obviously means t person who has been concerned in more than one armed robbery. The ulterior intention, therefore, if it exists, is to try the man for other extraditable offences than the one for which his extradition is demanded; but not for other non-extraditable offences. If this, indeed, be the niterior intention, it is fully covered by the provisions of art: 4 (3), which provides that, before the extradition is granted, an engage ment shall be given by the Chinese Government that the prisoner shall not be tried for any offence committed before his surrender other then the extradition crime for which his surrender is demanded.

The second point, therefore, fulls to the

The fourth point was, that the prisoner's guilt had not been proved as required by art 23 of the Treaty of Tientsin. On this point I have already indicated the many doubts which I felt in my former judgment; but the solution of them is somewhat easier than I at first anticinated.

In the first place, I accept the learned Attorney General's argument that the words used in art. 21 of the Treaty, "on proof of their guilt," cannot, from the reason the thing, bear the rigid meaning that the prisoner is to be found guil y. For, in the first place, the trial is to take place inbe there required according to Chinese law. In the second place, the trial is not to take place in Hongkong, either under English or Chinese law, and the man will not be punished in the Colony. It would be impossible, therefore, to determine by what law he was to be found guilty. The only possi le interpretation of the words is that the colonial authorities who are entinated with the proceedings in Hongkong are to be satisfied that the prisoner is guilty.

The magistrate is the authority charged with the enquiry, and the evidence before him under art. 10, is to be such as would justify the committal of the fugitive criminal for trial at the Supreme Court, if the orime of which he is accused had been committed in the Colony. have already indicated that there appears, on the face of this provision, to be a variance between the Treaty and the local law, for a magistrate can only discharge, not acquit; or commit for trial, but not find guilty.

But art. 10 of the Extradition Ordinance must clearly be read subject to 76 of the Magistrates' Ordinance, No. 3 of 1890. And by the second part' of that article the magistrate is to commit the prisoner if, in his opinion, the "evidence is sufficient to put the necused upon his trial for an indictable offence, or, if the evidence given raises a strong or probable presumption of the guilt of the from the English Act, 11 and 12 Vict c. 42 s. 25.

What the precise distinction between these two alternatives is I have not to enquire, and the books do not throw much light upon it. It is sufficient to say that the second condition for committal for trial does exactly fit in with the duty required of the Colonial authority by the Treaty. If the first condition had stood alone. it would have been necessary to go into the ments. questions of ultra vires suggested in my previous

judgment But it does not; and we are, therefore, rel'aved from the duty of deciding a most troublesome point of law. Had it been necessary for us to do so we should have received material assistance from the learned.-Attorney General's able

argument. . The magistrate expressed the opinion that the prisoner was guilty. It is impossible to say that in so doing he was not acting in compliance with the law. But in future I think it

would be better for the magistrate to adhere wigidly to the words of art. 76, and to say whother or not in his opinion the evidence given " raisès a strong or probable presumpt. at of the guilt of the accused."

The fourth point, therefore, fails, On the fifth and last point Mr. Ferrors admitted that the case was too strong for him to contond that this Court could review the magistrate's decision as to the facts. The law is too clearly established for this point again to be raised. He contouded, however, that under art. 15 of the Magistrates' Ordinance, the magistrate ought to have heard the complainant-who was, he said, the Chinese officer in charge of the case. But art. 15 is in part 2 of the ()rdinance, which deals with "Procedure in respect of Summary Offences." There is no such provision in the part which deals with indictable offences. The tifth point, therefore, also faile.

All the points which the ingenuity of counsel has raised on behalf of the prisoner have thus been over-ruled. All of them were well worthy difficulty. The sum and substance of the decision is that while there have been deviations from what I consider to be the strictness of practice which the law requires, none of them have been sufficiently serious to warrant the procedure being set aside. The writ of habous corpus is, therefore, discharged.

ROBERT SMITH v. WILLIAM DUMBAR. In this case the plaintiff claimed the equivalent in the currency of this Colony of \$2,707.73 United States currency. Mr. H: G. Calthrop (instructed by Mr. Paget Hett) appeared for (instructed by Mr. Dixon) for the defendant.

Mr. Pollock said the first question they had to argue was. "Is the plaintiff entitled to have the judgment of the Circuit Court of Oregon | ship on the 2nd of the month. in the United States of America enforced by the Supreme Court of Hongkong against the defendant who is a British subject, the masts falling down. and who was absent from the United States of America at the commencement of and judgment was given, and who has not submitted in any way to the jurisdiction of the said court in the said action." Mr. Pollock said that the defendant never having submitted to the jurisdiction of this court in Oregon the judgment would never be enforced against him here on the principles of the case. If His Lordship was with him on this point, as he hoped would be the case, a deal of legal expense would be

Mr. Calthrop said that the action was originally brought on a certain bond, and by entering that bond the defendant had submitted to the

jurisdiction of the United States. His Lordship-That comes after. We are

on the one point new. defence raised two grounds, first that the American court, with reference to our own court carried no jurisdiction, because the defendant had no property in America. Secondly, as the They appeared not to care whether they obeyed defendant was not au American subject, an' was not residing in the State of Oregon when the writ was issued, and had never submitted himself to the jurisdiction of the United States. Mr. Calthrop quoted legal cases at length to upset these arguments. .

His Lordship reserved his decision on this one preliminary point.

KOBE SHIPPING.

Owing to the lengthy notice that had been | yards as ordered, as they did China, and the proof of the guilt will given of the imposition of new duties, there was think it necessary to do so. The captain then not the rush of vessels entering the harbour at | told them to go and set the mizzen topsail, but Kobe on the last day or two under the old the men refused and told the captain to do it duties that had been expected, reports the himself. I went off with the others to the Chronicle on July 2nd. Indeed, business at Likin as the ship was bumping heavily at the Customs on the last day of the month was the time. I saw the blue lights from the rather slack than otherwise, compared with the Travancore, and eventually I went back to rush that has been evident during the last few her after being ordered to do so by the cauweeks. During the first half of the year tain of the Likin. It is not a fact that the which losed on Friday more than one covers of the lifeboats were hailed on. thousand steamers have arrived at Kobe from To Mr. Hays-I did not see a boat row round abroad in addition to the chartered vessuls the Travancore and have a look at her while engaged in the coasting traffic. In previous she was on the rocks. years arrivals of vessels have not exceeded seven hundred in the first half of the year, and | go about in ballast, but her going about in such there is a good deal of speculation as to whether | a condition would depend upon the trim and the the great increase in the quantity of shipping quantity of canva; she had on. I felt confident coming to Kobe is to be regarded as a normal she would go round, seeing how easily she was increase of trade or whether it is merely due to handled with a cargo. I think my confidence the influence of the impending increase of the was a little misplaced. On previous occasions tariff and the quantity of war material the men were always willing to obey the capimported. Probably the increase is to be dis- tain's orders, but on this occasion they did not tributed under all three heads, but we are appear to be so. The crew were in a panic responsible and that there will be a considerable | the boats. I was in a panic myself. falling off in the amount of shipping entering as compared with the first balf. A good deal captain had to call out twice before the head and Mochizuki. It is stated that the latter regard to the matter. The policy of the depends upon a correct estimate being made, as and lee sheets were let go. The afterwards has been visiting important officials and administration is the indefinite retention of the the discharging facilities are at present quite were awang right round. When the ship declaring that Manchuria will be returned to Philippine Islands for the purpose of developing inadequate for the work that has to be done. refused to stay the order was given to "hold on." Though there are something like three hundred | The mate was somewhere forrard at this time." in Kobe harbour, the number has of late haul" was given the wind was abead. The main with officials, declares that Japan wishes to of self governments and will not be for a long proved altogether insufficient for the work, yard was not swung when we went round. The return Mailchuria to China, but if China is period of time; certainly not for a generation, as may easily be understood when it is borne captain always asks me whether all is clear for unprepared to take charge of the territory, it and probably not for a longer time than that, ocean-going vessels in the port. Those interested, the Likin to the Travancore. however, do not care to build new, lighters To Captain George On the morning the menaced. These contradictory assertions, says United States to abandon the islands. accused." This provision is cooled verbatim until it is seen whether the great increase in vessel struck she would be suiling at three or the telegram, puzzel the Chinese. Mr. "The question as to the future, however, is the shipping of Kobe is maintained. Similarly four knots. At seven o'click the land was Mochizuki gives out that he is intimately one wholly of conjecture. The import at fact anything like the figure reached during the past than that of any of the schemes now under consideration. A good deal, therefore, is likely to turn on the shipping returns for the next twelve months with a view to future arrange-

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:— On the 11th at 12.5 p.m. The Barometer has risen in Japan, and is little changed else-

Pressure is lowest over N. China and highest | never seen the captain drunk. I did not so over the N. part of the China S-n and the Pacific towards the Loochoos.

Gradients continue slight, and light S. winds may be expected in the Formosa Channel and the N. part of the China Sea. Forecast:—Light S. winds; fine.

THE STRANDING OF THE "TRAVANCORE."

Master's and chief officer's certificates

The inquiry concerning the stranding of this vessel and into the charges preferred by the crew against the captain and chief officer, was concluded at the Harbour Office yesterday after-

The members of the Marine Court were:-Hon. Captain L. A. W. Barnes-Lawrence R.N. (President), Lieut, C. K. McCallum R.N., H.M.S. Tamar, Captain Pybus, S.s. Empress of Japan. Captain St. John George. s.s. Macquarie and Captain Robb, s.s. Tasping. Mr. C. D. Wilkinson (of Messes, Wilkinson and Grist) represented Captain Chemberla of the Travancore, and Mr. J. Hays (of Messrs. Johnson, Stokes and Master) appeared for the owners of the vessel. Captain R. Chenoweth of the revenue cruise

Likin was the next witness. He stated-The

crew of the Travancore came on board, my vessel for the first time at 8 p.m. on the night of the 2nd June. The captain came on board during the afternoon, and informed me that the crew had gone aft in a body, and stated that they refused tostay on board the ship during the night At about ten o'clock, before the blue fights were of consideration; some of them of considerable lit, I noticed that the Transactore was moving. I then told the officer of the watch to hurry up and get the men out, but there appeared to be a little difficulty in this; the men coked about for ollskins and caps and seemed to delay as long as they could. It seemed me, according to the circumstances, that they took an unnecessary long time to get out; about a quarter of an hour or twenty minutes. The crew made no attempt to get the second boat alongside. After they got away they again returned on the 3rd June.

To Lie t. McCallum-It was reported to me that there were eighteen men on the Likin. To Captain Pybus-There was no request made to me to assist in getting the ship off. I do not think the howsers of the Travancore were run out-properly. There was a heavy shower when the crow-were ordered off, and I think they were waiting until it pessed over. There was nothing unusual in their behaviour. The ship's decuments were brought aboard my

To Capt. George—The master told me that the crew refused to stay on board Travancore because they were afraid When the shir shifted she moved astern. The crew in second beat complained of only having two rowlocks. We lent her some to get away with, and I sent my beat to tow her. The Trivancore got a second hawser out in the afternoon. She had only one out when I first saw her.

H. Wylie, the Travancore's sailmaker, a witness for the captain, stated-I was in the Travancore when she left Cardiff. night before we left Hongkong, and on the early morning of the 31st May, there was considerable trouble with the crew through drunkenness. The drink was brought aboard by two men. The anchor was weighed between 6 and 7 a.m. on the morning of the 31st May I saw Mitchell go to the wheel. I am on deck all day, and saw the captain on deck that morning. He was not at any time the worse for liquor. I have never seen him the worse for it. I did not see the captain fall, but saw Murphy fall after he had been drinking all day and night. I have never before seen the Travancore miss stays, and Mr. Calthrop, continuing, said that the | deck at 7 a.m. on the morning of the 1st June and heard the order "bout ship " given. I felt confident the ship would go about. Mitchell was at the wheel at the time. The crew did? not take very much notice of the orders given. them or not. On previous eccasions they have leave in the boat which came to Hongkong. During the time the ship was on shore, attempts were made to get her off, and the captain was busy the whole time. The captain ordered the chief officer to set the foresail and fore lower toosail. These sails were set, also the maintopsail, but the crew did not square the

To the President-I have never soon the ship

neither do I know why Mitchell was made aboard were Williams and Ryan. The crew did not approach me to join them in the

-To C. Mitchell -On the morning of the 3 st May you were intoxicated. A man in drink could take the while while going out of port. I am a.m. on the morning of the 1st. You did not tell me to give the men a hand with the boat. on board, but have seen you take drink. I have

the captain was as full as an egg, the night I went aft for letters. Mr. Wilkinson, in addressing the court, prove the captain was guilty of either miscon-

truth of the matter were made known, very possibly the misconduct would be on the part of the men, who devoted the whole of their attention to save themselves. The infamous and ridiculous statements made by the boatswaln and the carpenter that the chief officer did express his intention of deliberately scuttling the ship showed that the evidence of the men could not be relied upon. The absurdity of the degution was obvious. If the mate had intended to commit such an not, it was highly improbable that he would have informed these two men, and told them not to say anything. In view of the excellent testimonials of the captain and of the evidence of the steward and sailmaker, he would ask the court to find that there was absolutely nothing to show that the captain was on this occasion anything the worse for liquor, and that the charge of misconduct

against him was absolutely without foundation. Mr. Hays also addressed the court, and Mr. J. T. Roberts, chief officer of the Travancore in reply to the President, stated that the accusation brought against him was untrue, and that he was not told about it until the vessel anchored in port. He denied the whole charge THE FINDING.

The court was cleared while the members considered the evidence, and after about an hour's consideration the finding was delivered as follows :-

We find that the British ship Travancore

official number 99,769, of Greenock, of which

W. C. Chamberlin is master, and of which J. T. Roberts is chief mate, left Hongkong on the 31st May, 1905, bound for Los Angeles. The Travancore is a sailing ship of 1,878 net registered tons, and was in ballast when she put to sea. That about S a.m. on the following day the ship stranded on Fokai | the naval engagement in Tsushima Strait Point, was alloat for about three quarters of an hour on the evening of the 2nd June, and informed one or two merchants, foreigners with again taking the ground remained until 7.45 a.m. on the 3rd June, she was towed off by the steam Robert . Cooke. It evidence that when the master came on deck at 7.10 a.m. on the 1st June, the position of the ship in respect to Fokui Point allowed him the alternative of weathering the Point by continuing on the same tack, or to put about

He decided on the latter course, and that it should be carried into effect later on. master then retired into his cabin after the lapse of half an hour-during which time two reports were made to him by the officer of the watch representing the necessity to go about if the intention was persovered inhe came on deck too late to admit of the manœuvre which he attempted to be safely carried out, and in consequence the ship stranded. Having fully considered the evidence, the court is of opinion that the Travencore was not navigated with sufficient and reasonable care that the master was absent from deck when the safety of the ship required his personal supervision; that the casualty was caused by mi-management on his part and, that he displayed a lack of intelligence in the efforts he afterwards mude to float the ship. That the material damage to the ship was due to the above mentione I causes, which they are of opinion amount to a wrongful act or default on the part of the master, and they therefore direct that his cortificate be suspended for a period of nine months from this date. The court further directs that a first mate's certificate be issued during the period of privilege of entering Port Arthur without suspension if the master so desires. court is further of opinion that the chief ma e was also to blame in respect to the compelled to appoint an attorney to represent maingement of the ship immediately prior him in concluding his business affairs in Port her sailing powers are very good. I was on to her stranding, and in the lack of effort Arthur. He left Chefoo for Shanghai a few he displayed in afterwards trying to float days ago her, which they are of opinion amounts to a wrongful act or default on the part reported decision of the Japaneseautherities have of the chief mate and they, therafore, direct that the master's certificate held by him addition to atocks of goods aggregating a be suspended for a period of three months from this date. The court learns from the evid-noe, been smarter, and if on this occasion she had with regre', that after the ship stranded, and the Japanese not having made extensive been smartly worked I think she might have | the crew generally appear to have taken an purchases from them since taking possession of come round. The captain himself said, un ue advantage of the position the master the fortress, a large percentage of these goods Hurry up, my boys,' because they were so was placed in, by consulting their own safety slow. When the ship missed stays there was rather than that of the ship, and that their nothing but panic among the crew. I did not behaviour as a whole left a good deal to be desired. The court, therefore, directs that the

SHIPP NG.

against the master and first mate bear the

costs of this investigation so for as they

relate to the court. The court also leavns from.

the evidence, with surprise, that the master was

exp cted by the ship's owners to provide the

charts used on behalf of the vessel at his own

The American ship Kenilworth, which left Malila on June 24 but put back because of the storm, sailed for Hongkong on July 7th in tow of the steamer Knight of St. George, The vessel carried no cargo.

The s.s. Loongsang from Manila brought

JAPANESE DIPLOMACY ATSPEKING.

There are at present at Peking two members of the Diet, Messrs. Hiracka and Mochizuki, and according to a dispatch in the Asahi their and that this produces great timidity about presence is regarded with some suspicion by investments in the Philippines, growing in the Chinese authorities. The high officials of great part out of the undercurrent of doubt as inclined to think that the tariff is chiefly because they dropped everything and made for the Government are doubtful of the outcome of the peace negotiations, and apparently more To Lieut. McCallum-I heard the captain's | doubtfulstill of Japan's attitude towards China, Kobe during the latter six months of the year orders while at the crossinck braces. The presumably as represented by Messrs, Hiraoka repeating to you what I actually think in China and urging the necessity of friend. the prosperity and the self governing capacity Tship between Japan and China; while the of the Filipino people. The policy rests on the lighters engaged daily in discharging the vessels To Captain Pybus - When the order "mainsail- former. Mr. Hiracka. in his interviews conviction that the people are not now capable in mind that on one day there were over seventy | going abouts. I went in the second boat from | is doubtful whether this can be done, as it would | and that until they are ready for self governbe re-occupied by Russia and Japan again ment it would be a violation of trust for the with the Customs accommodation, if the number perfectly clear on our port bow. It would be acquainted with the Elder Statesmen of Japan is the present policy which is that of ind-finite of versels discharging at Kobe is maintained at about a quarter of an hour or twenty minutes and, of course, knows what he is talking about; retention of the islands. What shall be done in after we got the order to go about that the vessel | while Mr. Hiraoka is in the habit of bousting | the future, when the people have reached few months, it is neld that the accommodation struck. I do not know why the crew brought of his influence. This puzzles the officials more condition where they can be safely trusted with will have to be increased on a much larger scale the charges against the captain and chief officer, and more, and they come to the conclusion that their own government, is a question which will spokesmen. The two men who brought drink his part, the object of Japan being to obtain tion than the present, both of the American the views of the Chinese.

LATEST STEAMER MOVEMENTS.

never on watch at sea. I was not called at 5.30 | left Sydney on Saturday at 2 p.m., and may be expected here on Monday, the 31st inst. The E & A. str. Empire, from Sydney, left To M. Byrne-I have never seen you drunk | Manila yesterday at noon, and is due here on Thursday at 2 p.m.

The Buckeall Line str. Baralong, from London and ports, left Singapore on the 11th | prosperity they will find behind the national inst, and is due here on the 17th inst. The C.P.R. str. Tartar arrived at Nagasaki like that of Canada or Australia to England, to

stated that no evidence had been addreed to at 7.30 am. on Tuesday the 11th July, and left one of absolute independence. again at 3 pm. same day for Kobe, where she duct or culpable negligence. If the whole is due to arrive at 5 a.m. to-morrows

WEATHER IS NOW: LOOK UP YOUR CAMERA.

F you find it to be mouldy send it to us and we shall clean and re-varnish it for you FREE OF CHARGE. Be quick, as cameras sent in after the 25th inst. will be subjected to the unual charges.

LONG. HING & CO.. 17, QUEEN'S ROAD.

Hongk mg, 12th July, 1905.

FOREIGN MERCHANTS IN PORT

ALLEGED ORDERS TO VACATE THE PORT. There was published in the Chefoo Daily News the statement that all storeign business houses holding over in Port Arthur since the capitulation must prepare to leave the place, c rrying with them what stocks of merchandise they may have on hand. The information came from one of the persons concerned, who stated that he was on his way to complete arrangements for the removal of what goods his firm had in their godowns at Port Arthur.

Later information has it that shortly before the commandant at Port Arthur privately whom he enjoyed friendly social relations, that in case the expected naval battle should go against the Russians, orders would be fortcoming from Tokyo directing the departure of all foreigners still remaining in Port Arthur. The commandant merely gave his close acquaintances a friendly "tip" as to what they might expect Immediately the result of the battle was known the order was carried out, merchants, being quietly advised to close up their affairs and prepare to remove what personal property they had there within forty days from about May

One well-known firm protested and applied to their head office in Europe to seek an arrangement whereby they might have an extension of time, it being a difficult matter to wind up their business within the period decided upon. No results were obtained, and the manager notified the authorities that he would leave for Shanghai to obtain a steamer to transport his merchandise. The gentleman in question states that he was informed that none but steamers under the Japanese flag would be allowed to approach Port Arthur, and that he must keep this instruction in mind in arranging for transportation. He was further told that ship contemplated departure must be final, as once having left the fortress he would not be allowed to re-enter. He must either make provision for the removal of his stocks of goods before departure or leave some one with power to act for him, as the authorities would thereafter give no one the special permit. He applied for apecial permit to return, but was refused. He was, therefore,

All of the business houses affected by the large real property interests in Port Arthur, in considerable value. Much merchandise remained in their godowns at the time of the capitulation is still on their hands. The houses affected are t mostly German, but include Americans, French. and Greeks. The representative of Clarkson & Company, the well-known American firm doing members of the crew who brought the charges a large business in Vladivostok, Port Arthur, and other cities in Manchuria and Siberia, was in Chefoe for some time prior to the capitulation of Port Arthur, awaiting opportunity to look after the interests of his firm.

THE FUTURE OF THE PHILIPPINES,

'The Hon, W. H. Taft, the American Secretary of State for War and, it is hinted, the destined successor of President Roosevelt, has made public his views on the future of the Philippines in the following very commonsense letter, "for the purpose of reassuring persons who have considered the possibilities of investing capital nearly 20,000 packages of sugar, hemp and in the island":-

" 16th March, 1905.

"I have your letter of the 7th of March, in which you say that a common reported interpretation of my remarks before the House Committee of Ways and Means is that it is the purpose of the administration to give independence to the Filipines within the next four years, to what the future of those islands is to be.

"In reply I beg to say that I cannot prevent misconstruction of my remarks except by

each has received his instructions and is acting | doubtless have to be settled by another generaand of the Philippine people, to whose wisdom and generosity we may safely trust the solution of the problem. Should the Philippine people when fit for self government demand independence, I should be strongly in favour of giving The I.G.M. Australian str. Prinz Sigismund | it to them, and I have no doubt that the American people of the next generation would

be of the same opinion. "I think it much more likely, however, that after the Filipino people shall have been associated with the American people for a generation or more, and shall have tasted the tariff wall, they will prefer a relation to America.

"Very respectfully yours,

TRADE

CLARETS.

	Bottles.	Bottles.	} bottles
VIN ORDINAIRE	\$4.75	\$5.75	\$8.75
COTES	5.25	6 25	9.25
MEDOC	5.75	6.75	9.75
ST. EMILION		7.75	10.75
MARGAUX	7.00	8.00	11.00
St. JULIEN	8.00	9.00	12.00
ST. ESTEPHE	10.50	11.50	14.50
Cos St. MICHLL	12.50	13,50	16.50
CR. LEOVILLE	~13.00 <u> </u>	14.00	17.00
CH. LAROSE	13,00	14.00	17.00
AME	ERICAN		
CALIFORNIA	\$4.75	\$5.75	\$8.7 5

VALDEPENAS... \$4.75

H. PRICE & CO. 12, QUEEN'S ROAD CENTRAL

Desires to Know

About Sanative Antiseptic Cleansing

And about the Care of the Skin, Scalp, Hair and Hands.

Too much stress cannot be placed on the great value of Cuticura Soap, Ointment and Resolvent in the antiseptic cleansing of the mucous surfaces and of the blood and circulating fluids, thus affording pure, sweet and economical local and constitutional treatment for weakening ulcerations, inflammations, itchings, irritations, relaxations, displacements, pains and irregularities. peculiar to females. Hence the Cuticura remedies have a wonderful influence in restoring health, strength and beauty to weary women, who have been prematurely aged and invalided by these distressing aliments, as well as such sympathetic afflictions as anemia,

chlorosis, hysteria, nervousness and

Women from the very first have fully

debility.

appreciated the purity and sweetness, the power to a ord immediate relief. the certainty of speedy and permanent cure, the absolute safety and great economy which have made the Cutlcura remedies the standard skin cures and humour remedies of the civilized world. Millions of women use Cuticura Soap, assisted by Cutlcura Ointment, for preserving, purifying and beautifying the skin, for cleansing the scalp of crusts, scales and dandruff, and the stopping of falling hair, for softening, whitening and soothing red, rough and sore hands, for annoying Arritations. and ulcerative weaknesses, and for many sanative, antiseptic purposes which readily suggest themselves, as well as for all the purposes of the tollet,

Cutiours Resolvent, liquid and in the form of Chocolate Coated Pills, Cuticars Distingui and in the torst of Cated Pills, Cuticars Distingui and Cuticars Scap are sold throughout the world Depots: London, 77 Charter-house Sq.; Paris, 5 Rus de la Paix: Australia, R., Towns & Co., Nydney; Boston, 127 Columbus Ave. Potter Drug & Chemical Corp., Sols Proprietors.

May Send for "A Book for Women."

bath and nursery.

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-FORE ALWAYS FRESH

LILEY'S. SCHULTZE'S, AMBERITE L and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE. and NEWCAST LE CHILLED SHOT in all Sizes, Nos. 10 to SSSG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO. Hongkong 28th November, 1902, 100

DR. NEWELL DENTIST.

Latest American Methods. Reasonable Fees. No charge for examinations.

Office hours 9 A.M. to 5 P.M. No. 2, PEDDER STREET (next to the General Post Office and opposite to the side entrance to the Hongkong Hotel) Hongkong, 5th 1995.

NEW ADVERTISEMENTS FOR SALE OR TO LET.

THE Property known as the BELLE VUL HOTEL, Nagasaki. Address-Care of Japan Chronicle Office, Kobo.

Hongkong, 12th July, 1905. TO LET.

"DELLEVUE," PEAK ROAD; from 1st August. Apply to-

S. A. SETH, Care of Dairy Farm Co., Ld. Hongkong, 12th July, 1905.

TO LET.

FIRST CLASS FURNISHED BED ROOM To Let. with Immediate Possession, in good and heathy locality Apply to --

Care of Daily Press Office. Hongkong, 12th July, 1905. TO LET

66 FETANG YUEN" No. 18, MACDONNELL ROAD, containing 18 Rooms and Bath Rooms; a well laid out Garden and Lawn. Full View of Harbour. Lately occupied as à First-Class Hotel. Part or whole of premises can be let. Apply to-

LUK CHEUK MAN, No. 8. Queen's Road, Central. Hongkong 12th July, 1905. NOTICE.

EO. FENWICK & CO., LD., Engineers. &c., are open to receive OFFERS FOR THE PURCHASE OF THEIR WANCHAI PROPERTY, comprising portions of Marine Lote Nos. 31 and 36; approximate area 43,000 square feet.

For further particulars apply to the Company. Hongkong, 12th July, 1905. NEW VOLUME ON INDIA

NOW READY. UR EMPIRE: Past and Present. By the EARL OF MEATH, M. H. CORNWALL LEGE. L.L.A.; and EDITH JACKSON. Great Britain in Asia. Being Volume II. in the Series. 800 pp., Cr. 8vo., cloth boards. With maps, 15 full page illustrations and a photogravure of the King. Price 7s. 6d. Volume I. (Great Britain in Europa) already Published.

Same Price. HARRISON & SONS. 45. Pall Mall, London, S.W. THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

N'INTERIM DIVIDEND of \$3.50 per Share for six months ending 30th June. 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company

will be CLOSED from the 20th to the 27th instant (both days inclusive). By Order of the Board of Directors, A, SHELTON HOOPER,

Secretary. Hengkong, 12th July, 1905. THE WEST POINT BUILDING COMPANY, LIMITED.

N INTERIM DIVIDEND of On Dollar and Seventy-five Cents per Share for six months ending 3 th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on applieation at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th

instant (both days inclusive). By Order of the Board of Directors. A. SHELTON HOOPER,

Secretary to THE HONGRONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED. General Agents for THE WEST POINT BUILDING CO., LD.

Hongkong, 12th July, 1905. PUBLIC AUCTION.

FIGHE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED. TO-MORROW (THURSDAY), the 13th JULY, 1905, at 1t A.M., at their SALES ROOMS, No. 8, Des Venx Road

(Corner of Ica House Street). SUNDRY HOUSEHOLD FURNITURE. ELECTRIC POCKET LAMPS and BAT. TERIES, PICTURES, PHOTOGRAPHIC CAMERAS & APPARATUS, JAPANESE CURTAINS, RICKSHAS, CLOCKS, &c.,

One GURLEY LIGHT MOUNTAIN TRANSIT with SOLAR ATTACHMENT and TRIPOD, 3 SEXTANTS, One AMERI-CAN SAFE by New York Export & Import Co., One MANDOLIN and One ELECTRIC

FAN. TERMS: -As usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 12th July, 1905 PUBLIC AUCTION. FIGHE Undersigned has received instructions to sell by Public Auction

TO MORROW (THURSDAY), the 13th July, 1905, at 2.30 P.M., at his SALES ROOMS, Queen's Road, LADIES' DRESS MATERIALS, LACE. RIBBONS, SILKS, HATS, SHOES and UMBRELLAS, &C.,

TERMS OF SALE :-- As Customary. V. I. REMEDIOS, Auctioneer.

Hongkong, 12th July, 1905. DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. MHE Company's Steamship

"HAICHING." Captain Hodgins, will be despatched for the above ports on FRIDAY, the 14th inst., at 10 A.M. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managera Hongkong, 11th July, 1905.

ADVERTISEMENTS BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

<u>STEAMSHIP "PLETADES."</u> FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE AND MANILA. FITHE above Steamer having arrived, Consigness of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their

Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Hongkoug, 11th July, 1905. PORTLAND AND ASIATIC STEAM-

SHIP COMPANY. NOTICE TO CONSIGNEES.

STEAMSHIP "NUMANTIA." FROM PORTLAND (OR.). YOKOHAMA,

KOBE AND MOJI. THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alougside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and No Fire Insurance will be effected by me in

any cas, whatever. ALLAN CAMERON. General Agent. Hongkong, 11th July, 1905.

JAVA-CHINA-JAPAN LIJN. FROM JAVA PORTS AND MACASSAU

IN HE J.C.J.L. Steamship

Captain Koops, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned, and to

take immediate delivery of their Goods from alongside: Any Cargo impeding her discharge and/or Cargo left on board after the 15th inst., will be landed in the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consigned's risk and expense. Ontional Cargo will be landed, unless notice

has been given prior to steamer's arrival. No Fire Insurance has been effected. The steamer will be despatched for Shanghai, Moji, Kobe and Yokohama on the 17th inst. Hend Agency of the.

" JAVA-CHINA-JAPAN LIJN, Alexandra Buildings. Hongkong, 11th July, 1905.

OCEAN STEAMSHIP COMPANY, LIMITEO. CHINA MUTUAL STEAM NAVIGA-

TION COMPANY, LIMITED.

ONSIGNEES per Company's Steamer

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 17th inst. No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 17th just, wi

be subject to rent. All Claims against the Steamer must presented to the undersigned on or before the 20th inst., or they will not be recognised. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Hongkong, 11th July, 1905.

NOTICE TO CONSIGNEES TITHE P. & O. S. N. Co.'s Steamer

··· MAZAGON. FROM BOMBAY AND STRAITS. Consignees of Cargo-by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowlcon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark. and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 18th inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS, Acting Superintendent. Hongkong, 11th J. ly, 1905.

BILLIARD TABLE.

NATED for the Hongkong Seamen's Institute a Good Second-Hand BILLIARD TABLE. Any Gentleman having one to dispose of is requested to communicate with the Rev. L. H. FRANCE,

5, Lycomoon Villas, Kowlcon. Hongkong, 10th July, 1905.

-POSITION REQUIRED.

ENNGLISH GENTLEMAN (aged 29), shortly returning from a Holiday in England, is desirous of obtaining a position of Responsibility in a Hongkong Firm-Secretaryship preferred. Seven years' For Eastern business experience; highest references and qualifications.

Apply to- "BARDSLEY," Care of Daily Press Office. Hongkong, 8th July, 1905.

COMPRADORE WANTED.

TAYANTED a COMPRADORE by an VV European firm doing piece goods and general business. Must fornish security for

Apply by letter to-R. S. T. Care of Daily Press Office. Hongkong, 6th July, 1905,

INTIMATIONS

THE HONGKONG AND CHINA GAS COMPANY, LIMITED, beg o notify the public that in addition to the recent REDUCTION IN PRICE OF GAS TO

83.00 PER THOUSAND cubic feet. they now offer the following FAVOURABLE TERMS to INTENDING CONSUMERS:-1. SERVICES up to 50 feet in length will be laid FREE 2. NO CHARGE will be made for METER-

FIXING. THESE CONCESSIONS will only apply to houses in which the work of fitting i terns! pipes is carried out by the Gas Company. ESTIMATES for any kind of Gas fitting will be supplied WITHOUT COST to intend

ing or existing customers. The Company hire or sell all kinds of Gas Fittings whether for Heating, Cooking or Lighting and INVITE INSPECTION of their Stock at their NEW SHOW ROOMS at WEST POINT.

GEORGE CURRY. Local Secretary. Hongkong, 14th June, 1905. IN THE SUPREME COURT OF

HONGKONG. IN BANKRUPTCY. . No. 38 of 1905.

TOT CHUNG LEE alian CHOY CHUNG. late of No. 16, Wyndham Streets Victoria, in the Colony, of Hongkoog, Gentleman.

FINAKE NOTICE that on the 6th day of July, 1905, a Petition was issued against you by the Supreme Court of Hongkong in its Bankruptcy Jurisdiction on the application of LO TUI CHAU in r-spect of his claim against you for \$23,552.80 being the amount of Judg ment debt, interest and taxed costs which the said LO TUI UHAU was entitled to recover against you in Original Jurisdiction Action

No. 198 of 1901. AND FURTHER TAKE NOTICE that on the 10th day of July, 1905, the said Supreme Court made an Order directing that the said Petition be served upon you by posting a copy thereof together with a copy of the Order, at the entrance of the said Court and that notice thereof be inserted in one English and in one Chinese newspaper having a circulation in the said Colony.

JOHN HASTINGS. 38, Queen's Road Central, Hongkong, Solicitor for the Petitionius Creditor, Lo Tui Chau. Dated this 10th day of July, 1905. [1645

NAVY CONTRACT.

FILENDERS are invited for the supply of MISCELLANEOUS MATERIALS, (FIREWOOD, LIME white best, CHARCOAL, &c., &c.,) from the 1st August, 1905, to H.M. Dockyard, Hongkong.

Forms of tonder can be obtained on application to the NAVAL STORE OFFICER, HM. Dockyard, and should be returned not later than the 18th July, 1905. A deposit of One Hundred Dollars (\$100) will be required when applying for tender forms, to be returned if the tender is declined.

NAVY CONTRACT.

Hongkong, 10th July, 1905.

PIENDERS are invited for the supply of LABOUR and JUNKS in connection with the COALING of H.M. FLEET, &c., at Hongkong, for a period of 12 months from the 1st August, 1905.

Forms of tender can be obtained on application to the NAVAL STORE OFFICER H.M. NAVAL YARD, Hongkong, and should be returned not later than NOON on 19th July.

Hongkoug, 6th July, 1905.

GOVERNMENT NOTIFICATION .-No. 411.

FETENDERS will be received at this Office until Noon of MONDAY, the 14th, day of August, 1905, for the purchase of the following PLANT and MATERIALS, formerly in use on the Praya Reclamation Works, (Ordinance No. 6 of 1889) :--- ~ Lot 1 .- STEAM TOW BOAT built by the

Hongkorg and Whampoa Doca Co. in 1890. Length between perpendiculars, ... 90 feet. Breadth, extreme, 17 ,, Depth moulded, 8 Compound surface condensing Engines, about

2 N.H.P. Lot 2.—FLOATING STEAM DERRICK CHANE supplied by the Hongkong and Whampon Dock Co. in 1890. Working load 8 tons at a radius of 50 feet. The Crane built entirely of iro and mounted on an Iron Pontoon 60 ft. by 40 ft. by 6 ft. 6 in., with semicircular ends. Draft 2ft.

Lot 3.-Lightens (2) for deck cargo (concrete blocks). Built by the Hongkong and Whampos Dock Co. in 1890. Constructed of Manila hardwood and Oregon pine, and sheathed with zine. Dimensions 75 ft. by 23 ft. by 5 ft. 6 in. Carry 80 tons on a draft of 3 feet Lot 4. - LOCOMOTIVE STEAM DERRICK Chane by Ransomes and Rapier. Working

load 8 tons at a radius of 25 feet. Also 516 I neal yards of 70 lbs. flat-bottomed STEEL RAILS, with points and cross ngs, Fish FLATES, BOLTS, SPIKES, and sundry PLATE-LAYER'S TOOLS.

Lot 5 .- DIVING GEAR by Siebe, Gorman 2 No. Double Air Pumps. I , Single Do.

4 , Helmete. 133 lin feet of second hand Air Pipe. 150 ... , new Do.
And a quantity of new Underclothing. &c.

. Lot 6. - CONCRETE BLOCKS. 150 No., varymg from 96 to 144 cubic feet, more or less damaged. Total bulk about 15,300 cubic feet. For all particulars apply to the Public Works Department. The Government does not bind itself to accept the highest or any tender.

By Command, F. H. MAY, Colonial Secretary. Colonial Secretary's Office. tiongkong, 30th June, 1905.

SIEN TING. SURGEON DENTIST: No. 10. DAGULLAR STREET

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st March, 1903.

AUCTION

PUBLIC AUCTION. HONGKONG.

IN THE SUPREME COURT OF ORIGINAL JURISDICTION.

Action No. 135 of 1905 To be sold by Public Auction by order of the Supreme Court of Hougkong. VALUABLE LEASEHOLD PROPERTY SITUATE AT KOWLOON.

On FRIDAY, the 14th day of July, 1905, at 3.0 cleck in the afternoon at Messis. HUGHES and HOUGH'S SALES ROOMS, Des Voeux Road Central.

in the Colony of Hongkong,

LL that piece or parcel of ground registered in the Land Office as Hunghom Inland Lot No. 249 together with the building thereon known as No. 74. Des Voux Road Hunghom, abutting on the North side thereof on Crown Land and measuring thereon 15 fost, on the South side thereof on Hunghom Road, and measuring thereon 15 test on the East side thereof on Hunghom Inland Lot No. 224 and measuring thereon 50 feet and on the West side thereof on Hunghom It and Lot No. 248 and measuring thereon 50 feet and which said piece or parcel of ground contains in the whole 750 square feet and is deliverated on the plan attached to the Crown Lease thereof and is coloured red thereon and is held from the Crown for the residue of the term of 75 years from the 19th day of December 1892 granted by a Crown Lease dated the 3rd day of June 1902. Annual Crown Rent 27.00

For further particulars and conditions of sale, apply to Messre, JOHNSON, STOKES and MASTER. Solicitors for the Plaintiffs in the above action, or to Mesers. HUGHES and HOUGH, Auctioneers. Dated the 28th day of June, 1905. [1544

PUBLIC COMPANIES

THE HONGKONG ELECTRIC COMPANY, LIMITED.

YOTICE IS HEREBY GIVEN that the 1 SIXTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICES. St. George's Buildings, on SATURDAY, the 15th July, at 12.30 P.M., for the purpose of presenting the report of the Directors, together with statement of accounts to 30th April, 1905, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSE!) from the 1st to the 15th July, both days inclusive. By Order of the Board of Directors. GIBB, LIVINGSTON & CO.,

Hongkong, 28th June, 1905. UNION INSURANCE SOCIETY OF

CANTON, LIMITED. THE CERTIFICATE No. 695 for one

A Share numbered 2231, on which the sum of \$50 has been paid up, standing in the Register in the name KHEE SHING, having been declared LOST. Notice is hereby given that unless the said Certificate be produced to the Society on or before the thirty-first day of August next, a New Certificate for the said suare will be issued by the Society and the old certificate will thereafter be held as null and void. By Order of the Board of Directors.

C. MONTAGUE EDE. Acting Secretary.

Hongkong, 11th July, 1905. BOARD AND RESIDENCE DENSION FRANCAISE AND RESTAURANT. 49, POTTINGER STREET,

TENUE PAR MME. I. GUIOU. FIRST-CLASS COOKING BY A FRENCH COOK. Terms: \$3.50 per day. Reduced Terms for an Extended Stay. Hougkong, 13th January, 1905.

HOARD AND RESIDENCE. R S. GILLANDERS

"GLENWOOD, 27. CAINE ROAD. Hongkong, 19th March, 1904. FIRST-CLASS BUARD & RESIDENCE "BRAESIDE."

LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to-Mrs. F. W. WATTS. "Brasside." 20. Macdonnell Road. (late of "Tong Yuen,") Hongkong, 27th June, 1905. TO LET.

TURNISHED ROOM with Board Private Family. Care of Daily Press Office.

Hongkong, 22nd June, 19 5. TO LET. TAURNISHED ROOM with Board. Tennis Court. Near Ferry, Kowloon.

Applyerejakinaran h**S. S. ''**'' Care of Daily Press Office. Hongkong, 3rd June, 1905. FIRST-CLASS BOARD & RESIDENCE.

"ST. GEORGE'S HOUSE," - 2 & 4, KENNEDY ROAD, "TOWER HOUSE," Kennedy Road.

TAXCELLENT Table. Every home comfort. Well furnished rooms facing the harbour. For terms, apply to-MRS. G. SACHSE.

"St. George's House." Hongkong, 17th March, 1903. TO LET.

CHOP, No. 14, QUEEN'S ROAD. CEN-TRAL. First floor, No. 12, QUEEN'S ROAD, CENTRAL. Second floor, Nos. 12, & 14, QUEEN'S ROAD, CENTRAL.

Apply to s. bisney, Hongkong Hotel. Hongkong, 7th June, 1905.

10 LET

TO LET ODOWN: No. 3, NEW PRAYA, Kennedy Town.

HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th June, 1905.

TO LET. TO. 74, CAINE ROAD.

No. 2, MACDONNELL ROAD. Apply to-COMPRADORE'S DEPARTMENT. Nippon Yusen Kaisha. Hongkong, 3rd June, 1905.

TO LET.

OUSES Nos. 47, 48, 49 & 50, ELGIN ROAD, KOWLOON; Residential Flats with Sitting-Room, Bed-Room, Bath-Room, Fireplace, Gas Fittings, &c.; entirely European style. Rental very moderate. Possession 1st August, 1905. Apply to-CHINA MERCHANTS S. N. CO.,

15 & 16, Praya West, Hongkong. Hongkong, 6th July, 1905. TO LET.

FFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House); also GODOWNS at Back. Uan be let separately wholly. Rent moderate, cheaper if the whole s taken on a long lease. SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with

Godowns can be let separately on leases. Apply to- CHUNG SHUN KOO. 12 & 14, Queen's Road Central. Hongkong, 24th December, 1904. TO LET.

POTTINGER STREET. ARRATOON V. APCAR & CO. 45. Wyndham Street. Hongkong, 4th July, 1905.

TO LET.

HONGKONG CLUB.

FNYWO ROOMS on the Ground Floor of the annex from 1st September next suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE. Secretary. Hongkong, 1st June, 1905 TO LET.

TYOP FLOOR, No. 4, Morrison Hill Road. consisting of 2 spacious rooms, large hall. kitchen and bathroom complete. Apply at 4, Morrison Hill Road.

"Hongkong, 30th June, 1905. TO LET. TO. 1. RIPON TERRACE.

Polo Ground. OFFICES in course of erection. CONNAUGHT ROAD (near BLAKS PIER). GODOWNS : PRAYA EAST. -A BUILDING at Causeway Bay, at present

FLATS in MORETON TERRACE, facing the

in occupation of the Steam Laundry Co., Ld. Apply to-THE HONGRONG LAND INVEST. MENT & AGENCY CO. LD. Hongkong, 29th June, 1904.

TXTITH IMMEDIATE POSSESSION "Forest Lodge" Caine Road. Apply to-H. N. MODY.

Hongkong, 2nd May 1905. 1114 TO LET. TMMEDIATE POSSESSION: No. SELBOURNE VILLAS, (No. 10,

KENNEDY ROAD). 8 Roomed House

Servants' quarters detached. Lately rennovated throughout. Apply to-MOK KOON YUK, Compradore Office. Butterfield & Swire. Hongkong 24th May, 1905.

TO LET. NTOS. 2, 5, 6, BARROW TERRACE, DURBAR HOUSE. KOWLOON. THREE NEW HOUSES. CASTLE ROAD, HONGKONG.

SAM WANG CO., LD., 81. Queen's Read Central. Hongkong, 18th May, 1905. TO LET UNFURNISHED—AT THE PEAK.

Apply to-

TATITH Immediate Entry. LYEE-MUN. BARKER ROAD, containing Reception Rooms, 4 Good Bedrooms, Excellent Bathrooms and Servants' Quarters To. House is comparatively now and is in excellent repair, splendid view of the Harbour and very convenient for Tramway station at Plantation Road.

RUSSO-CHINESE BANK Bongkong, 3rd May, 1905. TO LET.

CUITABLE for Offices, TWO ROOMS in Prince's Buildings. Apply to -- " LAUTS, WEGENER & CO. Hongkong, 4th March, 1905.

TO LET. O. 11, GAGE STREET, Eight Rooms. from 1st June, 1905. Apply to-E. A. DE CARVALHO,
14, Arbuthuot Road.

Hongkong, 18th May, 1905.

TO LET. NO. 12, KNUTSFORD TERRACE, KOWLOON. Apply to-THE HONGKONG LAND INVEST-

Hongkong, 5th May, 1905. TO LET-FURNISHED. FIVE-ROOMED BUNGALOW at the

MENT AND AGENCY CO., LD.

PEAK to end of year. Apply— DENISON, RAM & GIBBS. Hongkong, 9th June, 1905.

TO LET

TO LET. NJO. 3. GRANVILLE AVENUE, KOW. LOON. Electric light. Iramediate

Apply to-HUMPHREYS' ESTATE & FINANCE CO., LD., Hongkong, 20th June, 1905. [1477] TO LET.

YRIE, Unfurnished. Newly repaired, Painted and Colourwashed. No. 4. BELILIOS TERRACE, 1st Row. No. 20. 3rd Row. 2 FRONT BOOMS in No. 15, Queen's Road Central, (over Messrs. Caldbeck Macgregor &

Co.'s premises). No. 1, DES VŒUX VILLAS. BUNGALOW (Furnished), at New Terri. tory, Kowloon, 4 Rooms, low rental. 2ND FLOOR in Central position, containing Four Large Rooms, Antercom and Lavatory, &c. with use of Electric Lift. Well suited for

Apply to-LINSTEAD & DAVIS. 3rd Floor, Alexandra Buildings, Hongkong, 8th June, 1905.

Offices.

of Harbour.

IN Hotel Mansions THREE OFFICES

commanding position on Front. Apply---M. J. D. STEPHENS, Solicitor. 18 Bank Buildings. Hongkong, 29th March, 1905.

TO LET. INFURNISHED at No. 31, CAINE ROAD (Lossussion let October 1908) ROAD (1 ossession 1st October, 1905), SIX-ROOMED HOUSE and Garden. Healthy locality. Three storied building. View

SECOND FLOOR, No. 18, Elgin Street, Possession 1st August, 1905. Apply to-CHOW DART TONG. Care of DARTLY & CO., Top Floor No. 19, Queen's Road Central. Heagkong, 30th June, 1905.

TIWO ROOMS and Verandah on the First Floor of the Old Hongkong Club. suitable for Office. Immediate Possession. A. F. J. SOARES, Apply to-No. 1. Duddell Street.

Hongkong, 10th July, 1905.

IVA Immediate possession.

Apply to-

TO LET.

TO LET FURNISHED. TOUSE in SEYMOUR TERRACE. overlooking the Harbour, with Garden and Tennis Court.

"SEYMOUR.

Care of Daily Press Office.

Hongkong, 11th July, 1905. TO LET. THE FIRION, No. 2, THE PEAK

Apply to-E. JONES HUGHES. Hongkong, 6th June, 1905. TO LET OR FOR SALE.

NUNHEVED 33, Robinson Road. Apply to-HO U. MING. 81, Queen's Road Central. Hongkong, 17th June, 1905.

MOUR or FIVE OFFICE ROOMS on First Floor of "Hotel Mansions" facing the New Post Office and Hongkong Hotel. Apply-

TO LET.

Hongkong, 9th March, 1905. TO LET. ATEW EUROPEAN HOUSES in Cameron and Des Vœux Poads, Kowloon. Electtrical Fittings for Lights, &c. Possession about

Care of Daily Press Office.

Apply to—CHINA MERULANTS STEAM NAVIGATION CO., 15 & 16, Connaught Road, Praya W. Hongkong, 19th April, 1905. TO LET.

occupation from the 1st June. For Further Particulars, apply to-DAVID BASSOON & CO., LD. Hongkong, 6th April, 1905. TC LET. 66 MARKSIDE" KOWLOON, a Six

WELLING HOUSES on Pedder's Hill.

Roomed Detached House Standing in its own Grounds, facing the King's Park. For Particulars, apply to-THE HONGKONG LAND INVEST-MENT AND AGENCY CO., LD. Hongkong, 24th May, 1905. TO LET.

NEW "KINGSCLERE" with Stables, Donnell Boads. For full particulars, apply to-LINSTEAD & DAVIS. Alexandra Buildings, 3rd Floor. Hongkong, 17th February, 1905. TO LET.

66. FITHE OAK," No. 33, CONDUIT ROAD. Six Roomed House, with Tennis Court Apply to- C. F. DE CARVALHO. Care of H. and S. Bank. Hongkong, 11th July, 1905,

TO LET. WO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to-HUMPHREYS' ESTATE & FINANCE CO., LD. Hongkong, 30th June, 1905.

TO LET.

TOS. 4 & 5, OBSERVATORY VILLAS. KOWLOON. Five Roomed Houses; Tennis Court. Apply to-ARRATOON V. APCAR & CO.,

45. Wyndham Street. Hongkong, 13th June, 1905. [1434.

ROBINSON PIANO Co., LD.

THE PUBLIC MAY RELY IMPLICITELY ON GETTING FROM US

PIANOS

OF THE

HIGHEST CLASS.

EMBODYING THE VERY BEST MUSICAL AND WEARING QUALITIES

MODERATE

PRICES

OUR CLIENTS HAVE THE ADVANTAGE OF OUR 30 YEARS' EXPERIENCE AS

EXPERTS DEVOTED EXCLUSIVELY

TO THE PIANO TRADE.

WE ARE BY FAR THE

LARGEST

IMPORTERS

MANUFACTURERS IN CHINA, AND STOCK THE GREATEST VARIETY OF

Hongkong, 9th Jane, 1905.

MAKES.

A. LING & CO., FURNITURE STORE. PLATED GLASS AND CROCKERY WARE, &c., &c.; and FOOCHOW LACQUERED WARE. 68, QUEEN'S ROAD CENTRAL. Hongkong, 21st September, 1903.

WEBLEY & SCOTT REVOLVER & ARMS CO., LD.

AUTOMATIC REVOLVERS.

PORTING GUNS, &c. G. REISS & CO., LD.

SOLE AGENTS FOR CHINA & JAPAN,

12. SZECHUEN ROAD, SHANGHAI.

BANKS

CHORPORATION.

Fiscal Agents of the United States in China the Philippine Islands and the Republic of Panama. CAPITAL AND SURPLUS ...Gold \$10,000,000 CAPITAL PAID UP Gold \$3,250,000

RESERVE FUND Gold \$3,250,000 HEAD OFFICE: New York. LONDON OFFICE: Threadneedle House, E.C. Branches and Agents all over the World. LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED. UNION OF LONDON AND SMITH'S BANK, LIMITED.

BRITISH LINEN COMPANY BANK The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at rates which may be ascertained on application. CHARLES R. SCOTT. Menager.

20, Des Voux Road, Hongkong, 26th May, 1905. THE MERCANTII - BANK O INDIA, LIMILED. SUBSCRIBED 1,125,000

PAID-UP RESERVE FUND 110,000 BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2°/2 per annum on the Daily balance. ON FIXED DEPOSITS :-

A. R. LINTON, Acting Manager. Hongkong, 30th June. 1805.

BANKS

THE EUTSCH-ASIATISCHE BANK. AUTHORISED CAPITAL Sh. Teels 7,500,000

HEAD OFFICE-SHANGHAL BOARD OF DIRECTORS BERLIN.

BRANCHES: Calcutta Hankow Teington Tientsin.

LONDON BANKERS: Messis, N. M. Rothschild & Sons, THE UNION OF LONDON AND SMITHS. BANK. LIMITED. DEUTSOHE BANK (BERLIN), LONDON AGENCY

DIRECTION DEB DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted, M. HOMANN,

Мацачет.

Hougkong, 1st April, 1905.

FIRE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

NCORPORATED BY ROYAL CHARTER, 185: HEAD OFFICE-LONDON.

RESERVE LIABILITY OF SHABE-

INTEREST allowed on Current Account at the rate of 2%, per annum on the Daily balances On Fixed Deposits for 12 months 4 per cent

T. P. COUHRANE, Manager, Hougkong, 18th May, 1965.

TTONGRONG & SHANGHAL BANK. ING CORPORATION

RESERVE FUND STERLING RESERVS ... \$10,000,000 SILVER RESERVE ... 8,000,000

RESERVE LIABILITY OF PROP'TORS.\$10,000,000

COURT OF DIRECTORS. H. A. W. SLADE, Esq.—Chairman. A. HAUPT, Esq. -- Deputy Chairman. Hon. C. W. Dickson, H. Schubart, Esq. E. Shellim, Esq. -E.-Goetz, Esq. N. A. Siebs, Esq. G. H. Medhurst, Esq. Hen. R. Shewan A. J. Raymond, Esq. F. Salinger, Esq.

CRIEF MANAGER Hongkong-J. R. M. SMITH

MANAGER: Shanghai-H. E. R. Hunter.

LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per Cent. per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months, 24 per cent per Annum. For 6 months, 31 per cent. per Annum.

For 12 months 4 per cent. per Annum. J. R. M. SMITH. Chief Manager. Hongkong, 17th May, 1905

THE TOKOHAMA SPECIE BAN

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000 CAPITAL PAID-UP 18,000,000 CAPITAL UNCALLED 9,720,000 RESERVE FUND..... HEAD OFFICE-YOROHAMA.

BRANCHES AND AGENCIES.

Nagasaki Kobe New York Lvons Honolulu Bombay San Francisco Newchanne Tientsin Shanghai Paking Mukden Dalny Chefoo Port Arthur LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LIMITED PARR'S BANK, LIMITED. THE UNION OF LONDON AND SMITHS BANK, LIMITED.

HONGRONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5% per ar num

TAKEO TAKAMICHI Hongkong, 22nd May, 1905.

THE BANK OF TAIWAN LIMITE (INCORPORATED BY SPECIAL IMPERIAL. CHARTER)

CAPITAL SUBSCRIBEDYen 5,000,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES: Tamsui Nagasaki Tokio Osaka

Yokohama Shanghai HONGKONG OFFICE: 4. UUEEN'S KOAD. Interest allowed on Current Account Deposits received on terms which may be learnt on application.

S. SHIGENAGA, Manager: Hongkong, 1st November, 1904. [1121

HONGKONG SAVINGS BANK.

FIHE Business of the above Bank is conditeted by the HONGKONG AND SHANG-HAI BANKING CORPORATION. Rules may be obtained on application.

PER CENT. DOF SARRUM. balances of \$100 or more to the Hongkong AliD SHANGHAT BANK to be placed or FIXED DEPOSIT at 4 PER CENT. per annun. For the Hongkong and Shangeat BANKING CORPORATION. J. R. M. SMITH.

Coief Manager. Hongkong, 1st May. 1902

CLAIM FOR SILVAGE.

At H. M. Supreme Court, Shanghai, on 1st July, before Mr Justice de Sausmorez, the owners, capta h. and crew of the s.s. Ardord sued the owners of the sailing ship Dundonald When this case was called on Mr. J. C. Hanson, who appeared for the defendants, asked that he might call Lloyd's surveyor to give hi evidence at once, and his Lordship acquiescing

William C. Paulsen, Lloyd's surveyor at Shanghai, was sworn. He stated that on the 11th of April and again on the 21st of April he visited the Dundonald. He made a survey and the press copy of it was produced. This report also included a survey of the 25th April made-when the Dundonald had gone into dock: Witness visited the ship twice before she was docked but there was one survey then, and one when she had been docked. Besides the breaking of the stanchions, and the carrying away o her pumps, the Dundonald was not damaged Her masts rigging and sails were not damaged. She was picked up by the Ardova about 242 miles from Shanghai, but in witness opinion she could have reached port without assistance

Mr. Macleod, who appeared for the plaintiff cross-examined witness, who stated that in h survey report of the 21st April he did say the deck was strained and leaking. He did not consider this important. The pumps having been carried away any water that got in would have to be baled out with buckets. Witness had no personal experience in the handling of sailing vessels.

Mr. Macleod said in this case the plendings would show all the points at issue. The whole ballast of the Dundonald was in when she was picked up.

The claim was as follows :-1.—The British steamship Ardova is a British vessel of 2.271 tons' register, official number 118094. Her master is William Lewis Smith and her value £49,000 sterling or thereabouts. British vessel of 2.114 tons' register or thereabouts, of the Port of Glasgow, official number 99121, manued with a crew of 28 hands. Her master is John Thorburn and her value £10,00.

2.—On the 5th day of April, 1905, whilst the said Ardova was on a voyage from Hongkong to Kuchinotzu in Japan, she fell in with the said Dundonald in Lat. 2811 N., Long. 122.59 E. The weather at the time was very rough and stormy with a mederate North wind and a high swell from the North-east.

3 .- The said Dundonald when sighted by those on board of the said Ardove was sailing under two lower top-sails, a fore-sail and staysail and was flying a signal " M. Y.," signifying that she was in distress and wished to be taken

4.-The said Dundonald, which was on voyage from Shanghai to Newcastle in hallast was disabled owing to her ballast having shifted and she was in a position of considerable poril and had been for a number of days.

in tower

5.—Those on board the Dundonald requested those on board the Ardova to tow the Dundanaid to Woosung and accordingly a line was pas-ed on board the Dundonald and towing was commenced at 5.20 p.m on the said 5th day of April 6.-The speed was slowly increased; both the Ardova and the Dundenald rolling heavily in a

high beam sea. 7.—Such weather continued through the night; both vessels rolling heavily and the Ardova continually straining.

8.—On the 6th day of April there was a fresh gale from the North-west and a short head sea causing the work of towing to be very heavy

At 8 p.m. on the 6th April the wind and sea moderated considerably. 9.—At 12 noon on the 7th April the Ardona let go the Dundonald, having towed her to Wossung, a distance of 242 miles.

the bits on the poop very badly strained; to land, was Taichou island, which was on a One five-inch wire hawser, one 31-inch dangerous coast. It was utterly imposwire hawser and two six-inch hawsers all chafed and strained. Sixty fathoms without a tow and a powerful tow too, 31-inch Manila hawser cut and lost. Thirty for a ship of her size. On the day the fathems of ratline cut for lashings. Ten varde | Dundonald arrived at Woosung witness went of canvas used for parcelling damaged, nufit for aboard her and remained on board while she futvre use.

11.—The Ardeva was lightly laden and was manouvred with considerable difficulty and risk. 12.—The Dundonald was at the time she was sighted by the Ardova and for some days previously in great danger of becoming a total wreck and those on board in great danger of being drowned, and it was owing to the skill and services of those on board the Ardove that of the Dundonald told witness that the ship the Dundonald and all on board were brought | was going by the head and the list coming forout of such peril to a place of safety.

13.—The plaintiffs have also sustained damage owing to extra consumption of coal and loss of The plaintiffs claim as reward for such

services the sum of £4.500 sterling and costs. 1.—The defendant admits the allegations in

paragraph one of the statement of claim except those as to the value of the two vessels. The value of the Dundonald at the time the service mentioned in the statement of claim was Ardora was for £1,080 per month and rendered was £7.000. 2.—On the 20th February, 1945, the Dundonald ing. coul, etc. The Mitsui Bussan Kaisha

ssiled from Shanghai bound on a voyage theace to Newcastle, New South Wales, lailen with | £50 to £60 a day. The value of the Ardova 1.000 tons and ballast and 400 stone ballast and | witness would estimate at about £37.000. She manned with a crew of 28 bands.

encountered a severe gale and owing it is or not the extra cost of coal was included believed to the end mud ballast having been The Mitsui Bussan Kaisha told him the ship taken on board in a frozen condition and to its | was costing them £50 to £60 a day and be did having thawed, the ballast shifted breaking not know more than that. Bunker coal was away the shifting boards and stanchion- and 17/6 a ton when he was last in Japan previous causing the vessels to have a heavy let and it to towing the Dundonald. being considered that it was not desirable to continue the voyage, it was decided to put, had said the value of the Dundonald was £10,000, the ship back and to make for Hongkong if but his learned friend said it was £7,500 and

4.—On the 19th March the ship having met board to make for Kobe.

5.—From the 23rd March to the 29th March Dundonald to make for Shanghai.

moderated considerably and by the 5th of April | that was being carried and added that the when the Ardova was sighted, the weather had Dundonald was in a very dangerous condition. those on board the Dundonald had been able to bale out large quantities of water from the ballast and to put the ship in better trim so that at the time the Ardova was sighted the Dundonald was in much better condition than she had been when she encountered the heavy weather which she experienced from the 23rd of March to the 29th of March and although she still INTEREST on deposits is allowed at 3, had a list of about 12 dogrees which rendered it advisable that she should not continue so long | leeward. Witness kept the log put in. Depositors may transfer at their option a voyage as that to New South Wales, the ship was in no danger having sustained no material. damage beyond the breaking of the stanchions above referred to and was in quite seaworthy

condition. and being then in Lat. 28.10 N. and Long. ten knots.

122.52 En and between 240 and 251 miles from Shanghai the steamer Ardora coming close to her, those on board the Dunondald signalled "M. Y.," signifying that she wished to be taken in tow and having asked to be towed to Wobsung the Ardora sent a heat alongside with a low line, and the towng gear having been

mide fast the Ardova at about 5.30 pm. comminced to tow the Dandmild to Woosing, which was reached about 11 40 a.m. on the 7th of April, the total distance towed being about

8.—At the time the Ardova's beat came alongsle the Dundonald the weather was fine and the sea smooth and the fastening of the towing gar was effected without any difficulty or dinger. The sea continued smooth throughout tle whole of this towage and after the towage ommenced it continued without any trouble other ship and without any interruption save for slowing down early on the morning of the 7th of April to take on board the pilot.

9.—Throughout the service rendered by the ardova, the Ardova and those on board incurred a danger and had no difficulty in performing ma said service, which was of a very ordinary

10.—The Dundonald was not in any immediate langer and she merely required towage service and those on board her were not in dauger. 11.—Save as hereinbefore appears, the d-fentants dony all the allogations in the plaintiff's

statement of claim Evidence was then called

William Lewis Smith, captain of the Ardova and one of the plaintiffs in this case, said he had forteen years' experience as a master, six in salling ships and eight years in steamers. 2800,000 of the question was as to what condition the Previous to this he had ten years' experience at see in sailing ships. When witness sighted the Dundonald at 3:30 on the 5th of April there was a moderate wind but a high north-east sea. The Dundonald then appeared to be in difficulties and when they got nearer the signal. "M. Y." vas seen flying on the Dundonaid. This signal meant "Ship disabled. Will you tow?" Wit-The above named sailing vessel Dundonald is a | ess replied "Yes," and the Dundonald replied, Shanghai." The Dundonald was carrying two lower top-sails, two stay-sails and a manker; twenty-five por cent. of what she thould have been carrying in such weather. The Dundonald was a four-masted barque. She had pothing on her main mast and sub w s lying on her wind." The sailer was making as

much leeway as headway, and there was a heavy list. Witness sent a line on to the Dundonald and the tow rope was fixed. Witness' vessel was light at the time and in ballast. When the Ardova commenced to steer to the north-west the vessels began to roll heavily, the north-east 1808 running abeam. The Danonald rolled very honvily at first, when they got into smooth sea. Witness vessel had been running between Hongkong and Japan since the first of this year but be did not call at Shanghai, Fortum ately on that trip he had purchased a map of the Chusan archipelago. Witness had been to Shanghai years ago. In his opinion the Dundonald could not have got into Shanghai

al ne. Shanghai was, one of the most difficult places to approach for a vessel in the condition the Dundonald was, as be tween some of the is ands there were currents running nearly six knots an hour. while at the month of the river there were very uncertain circular currents. Witness brought the Dungonald through the channel between Chusan island and Taishan island where there was a current of between four and six knots and the channel about six miles wide. In any case, in coming into Shanghai the Dundonald would have to pass through such channels. On the way down to Australia about 20 miles would have been the narrowest channel the captain of the Dundonald had to pass through "unless he went looking for parrow channels." Witness was a licensed pilot for the port of Newcastle Australia, whither the Dundonald was bound be called a lengthy armistice. We have In March and April the wind was in the carried on a great war, but if we are 10.—The Ardova has sustained damage owing leastern quarter, varying from N. to N. N. E. placed in such a position as will necessitate to the said services as follows: Deck under and E. The nearest point the Dundonald got the continued use of our national resources in preparation for the time when Russia will reta-Manila sible for the Dundenald to get to Shanghai was towed up the river. The ballast in her was then what he called "All affoat." It was just like a mash. If a man had attempted to step on it he would have gone under and to the bottom. If what the officers of the Dundonald said was true, she would have been entirely unmanageable in a few days and would have rolled over when a gale sprang up. The mast ward to." The Dundonald still had a heavy list when coming up the river from Woosung. It would have taken days to get the water off the ballast and witness doubted if it over could have been got off. It could not have been done at sea. The second officer toll witness that a few day before in a gale they would have been very glad to have got out of the ship. £50 or £60 would replace the tackle which had been demaged in the towing of the Dundonald. The Ardova lost three days by the tow. The charter of the charter party paid all charges for coal stevedorinformed with a that the loss by the delay was was a new ship, about thirteen months old. 3 .- On the 4th and 5th March the Dundonald | the £50 or £60 a day he did not know whether

Mr. Macleod remarked that the plaintiffs they would agree to that.

Witness, asked by Mr. Hanson if he had any with so much southerly wind and having got experience of salvage before, said he had but too far to the north it was decided by those on unfortunately he was on the other steamer—the one that had to be towed in:

Thomas Jones, chief officer of the Ardova said the vessel again experienced very severe weather | he had been thirty years at sea, over twenty and owing to the wind being mainly from the years of which were spent on sailing vessels. north it was decided by those on board the | On the day the Dundonald was sighted there was a very heavy north-east swell. Witness 6.—After the 29th of March the weather agreed with the captain as to the amount of sail become fine and the sea smooth and by that time | She was going a little forward but at the same time about four points to lowerd Witness and four seamen went alongside in a boat and sent a rope aboard. The p-ople on the Dundonold said, "We are very glad you have taken hold of us, the stanchious are gone and the cargo is in

> could not have continued her voyage and with the prevailing winds she could never have made Shaughai, as in light wind she was going to Robert Gourley, Chief Engineer of the Ardova, produced his log. The Dundonald had a list to port and she rolled badly. The strain of the extra ship resulted in the engines giving

a puddle." In witness's opinion the Dundonald

some trouble at first and during the tow the 7.—At about 3.30 p.m. on the 8th of April watches had to be doubled. The usual coal while the Dundonald was sailing under two consumption of the Ardova was about 26 tons lower topesils, foresail, staysails land spanker | per day which represented an average speed of



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SOLE AGENTS.

In reply to his Lordship, Mr. Hanson said the tow lasted 42 hours. The case was then adjourned, the date to be BY MAJOR GENERAL VILLIERS HATTON, C.R. arranged .- N. C. Daily News.

NO. 3,

THE PEACE TERMS DISCUSSION. VIEWS OF THE "JIJI." The Tokyo Jiji, sava:-"The peace that is to be made must be of a permanent character. We do not intend to impose excessive terms on Russia. For ourselves we would wish the terms to be the beaviest possible, but this is quite impracticable, as a con sideration will show. The theatre of war is in the Far East, and however much we may strive. encouraged by an unbroken succession of victories, it would be impossible for us to threaten the Russian capital and force Russia to sign a peace protocol at St. Petersburg. being the case, we must not expect much from Russia, but what we do expect is permanent peace in the Far East. By this we mean a peace that will endure for thirty or fifty years, and if we do not go further than this it is because in the present state of human society it is impossible to foresee conditions a hundred years hence. Japan would be very moderate in demanding such terms as will suffice to ensure peace for at least thirty or fifty years, and no one could say that terms looking to this result are excessive. If peace is made up in other conditions not sufficient to ensure peace for the term mentioned, it can only

liste, and are given time to heal our own wounds. daily expecting the renewal of hostilities, the present war for which we have sacrificed life and treasure will have been fought in vain and the object of the war will not in the least have been attained. "Terms which will ensure peace for from thirty to fifty years, therefore, must be looked upon as moderate, but at present it is doubtful whether it is possible to impose even these moderate terms. The attitude of Russia towards the peace negotiations appears to show that she is not seeking peace because of her incapability of continuing the war, but that she has only agreed to a meeting of plenipotentiaries in compliance with the advice of a third party. It appears that there are people confident that Russia is serious in regard to the peace negotiations, and who expect that peace will soon be concluded, but this is not so. Judging from her present attitude, it cannot be said that she is seriously considering peace. The discussions regarding the personality and ability of the plenipotentiaries seem unnecessary, for there is little room for diplomacy in the negotiation of terms. The success of the negotiations entirely depends upon the effective power of Japan. In this respect, we must place ourselves in the most advantageous position. So far our Army and Navy have been uniformly successful, but Russia has not yet yielded, as will be seen from her attitude. The only course now to be taken by Japan is to consider the question of peace and the continuation of war independently, and we must push forward our operations irrespective of the proposed negotiations. We must prepare for a continuance of the war and develop our plans accordingly: There is now a pre-sing need for a special session of the Diet for the provision of further additions to the War Fund. Whoevermay be chosen as Japanese plenipotentiary for conducting the proposed peace negotiations, it

prospect of success. But if peace should be happily arranged upon satisfactory terms, i can only be ascribed to our firm determination to carry on the war to the end. It is useless to listen to the irresponsible talk of peace.",

matters little, as the negotiations have meagre

Mr. Chamberlain's Tariff Commission last month issued a report on the cotton industry. The most important of the twelve conclusions of the Commission are :-

1. The industry as a whole is stationary.

THE BRITISH COTTON TRADE.

2. The stationary condition is due to the rapid growth of foreign competitive industries and foreign tariffs. 3. The restriction of the export trade has increased the severity of competition in the

4. Trade with the Colonies is increasing. while trade with the Continent is declining. 5. The tariff policy of foreign countriesdamages British trade in neutral markets because it makes the conditions unfavourable to the United Kingdom. It increase the cost of manufacture in the United Kingdom by restricting the British manufacturer's output and preventing him keeping his machinery running

full time. 6. Preference would benfit the cotton

... 8225 PER 100

GENERAL ORDERS

Commanding the Troops in South China. HEAD QUARTERS. Hongkong, 11th July, 1905. Leave.-No. 161. Leave of absence on

private affairs to the neighbouring countries has been granted to Captain G. Elgood, 2nd Royal West Kent Regiment, from 16th July to 16th September, 1905. H.K.A.R.A. -No. 162. Lieut-Colonel & H. U. Price, D.S.O., 129th Baluchis, is appointed

President of the Hongkong Army Riffs Association Guards.-No. 163. From to-morrow the 12th instant, the Stone atters South Shore Guard will be reduced by 1 N.C.O. and 3 men. The sentry over West Battery, will bodiscontinued. (It) The Guard at Stonecutters East Battery, will also be discontinued from the 12th instant. (III) A new Guard (Stonecutters North East), will be furnished by the O. C. 119th Infantry, from the 12th instant, strength 2 N.C.O.'s and 6 men. No. 1 Post Sentry over Albion Battery day and night. No. 2 Post Sentry over Centurion Battery by day. From Retreat to Reveilles, detached Post of 1 N.C.O. and 3 men furnishing one sentry from this Guard, will be posted at Conturion Battery and will be located in the Peace and War Shelter during that time. (IV) The O.C.R.A. will arrange for the handing over on the New Guard Room and the taking over of the Guard Room at |Stonecutters East. (V) Form. "C" page 26 Standing Orders South China Command, 1904, will be amended accordingly.

A. A. CHICHESTER, Major.

D.A.A.G.

THE NECESSITY brushing the teeth morning and evening becomes a pleasure if you use CARBOLIC Tooth Powder with its delicate perfume and agreeable taste. It preserves the teeth by thorough and antiseptic cleansing, and also gives them the requisite polish without injuring the coamei. Calvert's Prickly-heat Soap is very serviceable in hot climates as a preventive of prickly-heat and other irritation of the skin. It is pleasantly perfuned and contains to, Crystal Carbolic. These articles can be readily obtained from

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TETHE HONGKONG ICE COMPANY, LD. have now 40,000 Cubic feet of Cold Storage available at East Point. Stores will be Open at 10 A.M. and, 4 P.M. daily, Sunday. excepted to receive and deliver perishable goods. WM. PARLANE, Manager, Hongkong, 18th November, 1901.

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J. W. KEW. Manager. let Floor, 37, Connaught Road Hongkong, 14th June, 1905. 1433

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Any Order Promptly Attended To Hongkong, 12th January, 1905.

July, General.—Dodwell & Co. Cynus, British str., 2,174, J. W. Knox, 11th July .- Calcutta 23rd June, Coal .- Order, HAIGHING, British str., 1,267, A. F. Hodgins, 11th July,- Foothow, Amoy and Swatow 10th July, General - Douglas Lapraik &

TPHIO NIA, British cruiser, 3,500, W. B Fawckner, 11th July, Singapore 6th July. KAMPOT, French str., 490, Le Beid, 10th July, -- Saigon 6th July, General. - Chinese. EWELLIN, British str., 1072, W. D. Brymer, 11th July,-Iloilo 7th July, Sugar -Butterfield

MANCRE, French str., 3,400, Norward, 10th July, -H iphong 7th July, General .-M. sageries Maritimes.

MAZAGON, British str., 4,997, W. H. Selby Hall, 11th July,—Bombay 24th June. Twist and Cotton -P. & O. S. N. Co. Mongolda, American str., 8,750, W. P. S. Forter, 11th July,-San Francisco 7th

June, Mails and General .- P. M. S. S. Co. M. STRUVE, German str., 966, P. Brandt, 10th July, Mauritius 15th June, 5,760 pkgs. Sugar .- Chim se. NUMANTIA, German str., 2,801. H. Brehmer,

10th July, - Moji 5th July, General, -Portland and Asiatic S.S. Co. PALMA, British etc., 4,913, Cockman, 11th July,

-Moji 6th July, General-P. & O. Petchabert, German str., 1,263, G. Hillmann, 11th July .- Bangkok 4th July, Rice and

General. - Butterfield & Swire. PLEIADES, American etc., 3.932, F. G. Purington, 11th July, -Manila 8th July, General. -Dodwell & Co. Rubi, British str., 1,619, A. H. Notly, 10th

July, - Manila 8th July, General. - Shewan, TJILATSAP, Datch str., 2,475, W. Koops, 11th. July,-Macassar 2nd July, General, Java-

China-Japan Co. Tonkin, French str., 3,084. A. Charbonnel 11th July,-Saigon 8th July, Mails and General.-Messageries Maritimes.

ULEARANCES.

AT THE HARBOUR MASTER'S OFFICE. 11th July. Amigo, German str., for Haiphong.

Hanoi, French str., for Hoihow. Ja: ob Diderichsen, German str., for Heihow. Palma, British str., for Manile. DEPARTURES.

11th July. ANDREE RICKMERS, German str., for Swatow. DENDICHSHIRE, British str., for Nogasaki. GLAUCUS, British str., for London. GLENEOGAN, British str., for Shanghai. - HAITAN, British str., för Coast Ports. HOLSTEIN, German str., for Swatow. Hongkong, French str., for Haiphong. HONGWAN I, British str.; for Amoy. KWONGSANG, British str., for Shanghai LIGHTNING, British str., for Calcutta. Loonghoon, German str., for Canton. OCEANIEN, French str., for Europe. SHAOHSING, Eritish str., for Chinking. TEAN, British str., for Manila. TJIMAHI, Dutch str., for Macassar. TONKIN, French str., for Shanghai.

SHIPPING REPORTS. The British str. Haiching reports: Moderate monsoon and fine clear weather. The British str. Cyrus reports: Light breeze

and clear weather throughout passage. The Dutch str. Tjilatjap reports: Whole of the voyage very fine weather and light breeze. The British str. Rubi reports: Light variable winds, smooth sea, fine clear weather through-

The British str. Australian reports: Fresh S.W. winds with strong northerly current and fine weather throughout. The American str. Pleiades reports: Light

variable winds and calm, smooth sea and fine clear weather the en ire passage.

The British str. Mazagon reports: Fine clear weather with light S. and S.E. winds and favourable currents. July 10th spoke H.M.S. Iphigenia, from Singapore for Hongkong, four days out.

VISSELS IN DOCK.

11th July. ABERDEEN. DOCKS .- Alleneannia. NOWLOOF DOCKS. - Travancore, Humber, Germania, Taiquan. COBMOPOLITAN DOCK .- Manche, Chowtai.

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"AUSTRALIAN." Captain McArthur, will be despatched for the above ports TO-DAY, the 12th July, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which theures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with

the Electric Light. A duly qualified Surgeon and Stewardess N.B.—To assure he additional comfort of passengers the Steamers of the Company have electric faus fitted in staterooms.

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VALENZA, ALICANTE, ALMERIA and

MALAGA.) FINE Steamship was

"ISCHIA," Captain Cogliolo, will be despatched as above TO-DAY, the 12th inst., at Noon. At Bombay the Steamer is discharging in Victoria Dock. For further particulars regarding Freight

and Passage, apply to CARLOWITZ & CO., Hongkong, 11th July, 1905.

VESSELS ADVERTISED AS LEADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four pections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hougkong and Kowloon M, and those vessels berthed at ton Kowloon Wharf K.W., together with the number denoting the section.

. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pierto Naval Yard. 4. From Naval Yard to East Point. VESSEL'S NAMES FIAG & RIG OR PERIOHT APPLY TO TO BE DESPATCHED

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	LONDON & ANTWERP VIA MANILA, &c	PALMA	Brit. etc.	A second	G. W. Cockman, B.N.B.	P. & O. S. N. Co.	About 12th inst.
	bONION, ac., VIA PORTS OF CALL				C. D. Goldsmith, R.N.B.	P. & O. S. N. Co.	On 15th inst., at Noon.
18,	LONDON & ANTWERP, VIA SINGAPORE, &C	TATE	Brit. str.		S Barcham	P. & O. S. N. Co.	About 20th inst.
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- 1	VANCOUVER, VIA SHANGHAM JAPAN, &o	EMPRESS OF JAPAN	Brit. str	¹ 2 m.	H. Pybus, R.N.R.	CANADIAN PACIFIC R. Co	To-day.
1	VANCOUVER, VIA SHANGHAI JAPAN, &c.,.				S. Robinson, R.N.R.	·	
у.	VICTORIA (B.C.) & TACOMA VIA JAPAN			-	F. G. Purington		
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: 1	CITITION OF SUPERCULARY A NICE	Норки	Brit. str	I .	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		I _=
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″'	SHANGHAI	COROMANDEL		<u>!</u>	W, MI, MUMILIOIN, R.A.R.	Tampana Managanas & Co	On 14th inst., at 3 P.m.
ь !	SHANGHAI	FAUSANG				. Jardine, Matheson & Co	
<u>''</u> '''t	SHANGHAI VIA SWATOW, AMOY & FOOCHOW	FRITHJOF	Ger. atr			. Osaka Shosen Kaisha	On 16th inst.
*-	TAMSUI VIA SWATUW & AMOY	TRIUMPH		· — ;	H. A. Haraldsen	. Osaka Shoshn Kaisha	
, ,	TAMSUI VIA SWATOW & AMOY			!	Krabbe	OSAKA SHOSEN KAISHA	On 23rd inst., at 8 A.M.
'',	ANPING VIA SWATOW & AMOY	PROMISE		<u> </u>	Thorstenson	USAKA SHOSEN KAISHA	About 15th inst.
đ į	ANPING VIA SWATOW & AMOUNT		and the first		Smann	JARDINE, MATHESON & Co	On 16th inst., at Daylight.
ĺ	AMOY, STRAITS & RANGOON	PUNDUA		· ·	l	·	
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	SWATOW, AMOY & FOOCHOW	HAICHING			Hodgins	DOUGLAS LAPRAIK & Co	
	MANILA	LOONGBANG	Brit. str	J!	****** ***		
- [MANITA	Rubi	Brit. str		A. H. Notley	SHEWAN, TOMES & Co	
- [MANILA	ZAFIRO			R. Rodger		On 22nd inst., at Noon.
		KATHONG	Brit. etr	lm.		BUTTERFIELD & SWIRE	
- 1	CEBU & ILOILO	Hrwarma	Brit. str.			JARDINE, MATHESON & Co	On 14th inst. at 3 P.M.
	SINGAPORE, SOURABAYA & SAMARANG	A. COLLO				JABDINE, MATHESON & Co	4On 18th inst. at Noon
	SINGAPORE, PENANG & CALCUTTA	Table 1	Title Dure		Manifala	CARTOURING & CA	Taday at Nasa
	BUMBAY VIA SINGAPORE & PENANG	ISCHIA	ital. str		cognore	CARLOWITZ & Co	Ac-uny, at Moon:
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Steamer.	Tons. Captain.	Sailing Date.
PLEIADES	3,753 F. G. Purington 9,606 E. V. Roberts 9,606 T. W. Garlick	Thursday, July 20th

Cargo only. CHEAPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC:LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

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QUEEN'S BUILDINGS. Hongkong, 26th June, 1905.

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HONGKONG, SOUTH CHINA COAST PORTS 4-

AND FORMOSA.

PROPOSED BAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

ANPING VIA SWAPOW AND AMOY TAMSUI VIA SWATOW AND AMOY * SHANGHAI VIA SWATOW AMOY AND FOOCHOW TAMSUI VIA SWATOW AND AMOY

STEAMBRS LEAVING "PROMISE" About SATURDAY. THORSTENSEN 15th July. , SUNDAY, 16th July, "TRIUMPH" H. A. HARALDSEN) at 8 A.M. " FRITHJOF SUNDAY, 16th July. A. HANSEN "PROTEUS" SUNDAY, 23rd July, KRABBE at 8 A.M.

" Taking Cargo on through Bills of Lading to all Yangteze and Northern China Ports. On account of the present state or political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers. c'or I reight. Passage, and further information. sput at the Company's local Branch Office at No. 8, Lies Voeux Road Central. Hongkong, 12th July, 1805 T. ARIMA, Manager.

PENINSULAR AND ORTHNIAT

STEAM NAVIGATION COMPANY.

			· •
-	LONDON and ANTWERP) STEAMERS	TO BAIL	EEMARKS.
• •	VIA MANILA, SINGAPORE, PALMA	About 12th July	Freight only.
ï	SHANGHAI COROMANDEL	About 12th July	Freight and Passage.
- 7	LONDON &c SIMLA	Noon, 15th July	See Special Advertisement.
) 	COLOMBO and PORT SAID JAVA	About 20th July	Freight and Passage.
;	For further Particulars, apply to	L	s. Lewis,



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried.. All the most up-todate arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SATEINO DATE.
RUBI	2540	A. H. Notley	Manila.	Sat., 15th July, Noon.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 22nd July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 9th July, 1905.

Hongkong, 30th June, 1905.

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP COMPANY. FOR NEW YORK VIA PORTS AND SUEZ

CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST). S.S. "INDRAWADI" ... On 31st July. For freight and furtherlinformation apply to

SHEWAN TOMES & CO., GENERAL AGENTS.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, ()PORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTS, HLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. STRIBER OF ALTERACTOR

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ļ	TTAMER.		destinations.	BATHING DATES	🚛 til blir blir blir blir blir blir blir bl
١	BRISGAVIA	(HAVRE, ANTW	ERP & HAMBURG	On 17th July	y. Freight.
ļ	Capt. Russ	(Calling at Singapo	re, Penang and Colo	ombo) Curing and	r reifin.
İ	SITHONIA		EN and HAMBURG	On 20th July	. Duntaha
ļ	Capt. Hildebrandt	(Calling at Singa	pore, Penang and Colo	ombo) } \\	A. tarkur.
l	ACILIA	HAVRE and HAL	IBURG		. Freight
ŀ	Capt. Schülke 📖	(Calling at Singa	pore, Penang and Colo	mbo) } Can asout sany	· Leikur
l	SPEZIA	HAVRE and HAN	IBURG	· ··· lon all Ann	The state of
	Capt. Ehlers	(Calling at Sings	pore, Penang and Colo	ombo) On 9th Aug	. FroiRur
		(HAVRE and HAM	ABURG	Con 22-1-4-	a - Theologhs
Ì	Capt. Lüning	(Calling at Singap	ore, Penang and Cold	ombo) Jou zora Ru	R. tteiRitt
l		(HAVRE and HAD		On 6th Sept	Freight &
ŀ	Capt. Förek		pore, Penangand Colo	mbo) j On our Bept	Passengers.
l		HAVRE and HAM		On 20th Sep	Freight &
ŀ	Capt. v. Doebren ?		pore, Penang and Colo		resenters.
		NEW YORK VIA	SUEZ		Freight.
	Capt. Haase		at the Malabar coast	of October.	Treak no.
	* Special attenti	on of intending Pass	engers is drawn to the	splendid accommod	lation of these
ı	stoomers Saloon an	d anting smideline	Triangle of human about	4 Bre almatication :	Dalu analifiad

· For Further Porticulars, apply to HAMBURG-AMERIKA LINE HONGKONG OFFICE. No. 1. QUEER's BUILDING.

SOUTH AFRICAN LINE OF STEAMERS

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:-S.S. "LOTHIAN" Captain J. C. Williamson. S.S. "INDRAVELLI"... Captain S. Callington. K.S. "COURTFIELD"...: Captain J. W. Martin. SS. "CRANLEY" Captain W. E. Steele. S.S. "IKBAL" ... Captain M. Robertson. Captain C. E. Cox. Captain J. Rowley. S.S. "INKULA"... Captain Dean. 8.8. "KATHERINE PARK" ... Captain Copp. For Freight, apply to

Hongkong, 10th February, 1905

doctor and stawardesses are carried.

VESSELS ON THE BERTH

THE AMERICAN & ORIENTAL LINE. FOR NEW YORK AND BOSTON. With liberty to call at the Malabar Coast

HIE Steamship "AFRICAN PRINCE," Captain MacFarlane, will be despatched for the above ports on or about WEDNESDAY, the

12th July. For Freight, apply to ARNHOLD, KARBERG & CO. Hongkong, 28th Jane, 1905.

THE PENINSULAR AND ORIENTAL. STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT. MEDITERRANEAN PORTS. PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. INE Steamship

"SIMLA." Captain C. D. Goldsmith, B.N.R. carrying - His-Majesty's Mails, will be despatched from this for Bombay ou SATURDAY, the 15th July, at NOON, taking passengers and cargo for theabove ports in connection with the Company's s.s. "Marmora," 10,500 tops, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and Ten for London (under arrangement), will betranshipped at Colombo into the mail steamer proceeding direct to Marseilles and London : other cargo for Loudon, &c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on the 27th August, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents: and value of all packages are required. For further particulars, apply to

Acting Superintendent. Hongkong, 3rd July, 1905.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD, BREMEN:

JAPAN-CHINA-AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN. HERBERTSHOEHE, MATURI, BRIS-BANE, SYDNEY AND MELBOURNE. On TUESDAY, the 25th July, at Noon, the Steamship "PRINZ WALDEMAR," Captain Woltemas, with Mails, Passengers and Cargo, will leave this port as above,

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board. NORDDEUTSCHER LLOYD,...

For Further Particulars, apply to MELCHERS & CO. Hongkong, \$rd July, 1905.

FOR NEW YORK VIA PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT THE MALABAR

COAST).

"KENNEBEC." will be despatched on or about the 25th July. For Freight & further information, apply to OF NEW YORK,

HHE Steamship

Oriental Freight Department. 4, Des Voux Road, Central. Hongkong. 5th July. 1905.

DAMPFSCHIFFS-RHEDEREI "UNION" AUTIEN-GESELLSCHAFT.

FOR NEW YORK. With Liberty to Call at the Malabar Coast. HE Steamship

"VERONA," Captain Dobronz, will be despatched for the above port on or about TUESDAY, the 25th To be followed by the Steamship

Captain Petersen, on or about end of August. For Freight, apply to CABLOWITZ & CO.,

Hougkong, 19th June, 1905. REGULAR

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR: COAST). PROPOSED SAILINGS FROM HONGKONG.

ST. HUGO" 4th Aug. "SHIMOSA"... For Freight and further information, apply to DODWELL & CO., LD.,

Hongkong, 4th July, 1905 HONGKONG-MACAO LINE.

Agenta.

S.S. "WING CHAI," Cartain T. Austin, R.N.R. FIHIS Steamer departs from Hongkoug, on-

Week Days, at 7.30 A.M.; and on Sundays at 8.30 A.M.: Departs from Macao on Wook Days about 2.30 P.M. and on Sundays at 5.30 P.M. if tide permits FARES-(week days) 1st Cluss (including cabin and servant), Single 33, Return Ticket 35

2nd Class \$1. Sixt Class 50 cents. Every Sunday will be on Excursion, at the following rates: 1st and 2nd Class, Single Ticket \$1, Resure \$2. 3rd Class, Single 30 cents, Return

50 cents, Strerage 10 cents. Meals can be had on board. Tiffin and Dinner can be supplied either onboard, or at the Macao Hotel, for returning Passe agers only, at an extra charge of \$2. On Sandays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3

extra. First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on produce: San tion of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the-Captain, and the Half-ticket will be available. for thefollowing day.

The Steamer is lit throughout by Electricity The Steemer's Wharf of Hongkong is at the-Western end of Wing Lok Briest.

MING ON & CO. 2n. Floor, 16, Victor Street.

Hongkong, 7th Ostober, 12 1904.

STEAMSHIP COMPANY. LD.

CHINA MUTUAL STEAM NAVIGATION CO. LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND PUMATRA PORTS.

EUROPEAN SERVICE.

	OUTWARDS.	
FROM	OTRAMERO -	Dun
GLASGOW and LIVERPOOF	"PATROCLUS"	On 14th July.
	"PAKLING"	On 18th July.
JLASGOW and LIVERPOOL	"ACHILLES"	On 28th July:
		On 3rd August.
LASGOW and LIVERPOOL	"MACHAON"	
GLASGOW and LIVERPOOL		
LLASGOW and LIVERPOOL	"ORESTES"	On Oth Assessed
GLASGOW and LIVERPOOL	"ULYSSES"	On Oth Assess
GLASGOW and LIVERPOOL	"00PACK"	On oth August.
	HOMEWARDS.	
	STEAMERS	TO SATL

LONDON, AMSTERDAM and On 18th July. ANTWERP GENOA, MARSEILLES and "TELEMACHUS" On 20th July. ONDON, ARSTERDAM and) "AJAX" On 1st August, ANTWERP ... LONDON, ARSTERDAM and }. "IDOMENEUS" On 15th August. ANTWERP GENOA. MARSEILLES and) "STENTOR" On 20th August. LIVERPOOL LONDON, MSTERDAM and "PAKLING" On 28th August.

* Taking Cargo for Liverpool at London Rates. TRANS-PACIFIC SERVICE.

Operating in conjunction with THE NORTHERN PACIFIC RAILROAD CO. ND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND

COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA. EASTWARD. STEAMERS TURIA, SEATTLE, TACOMA, and On 17th July. I PACIFIC COAST PORTS. VIA "MACHAON" NAGASAKI, KOBE & YOKOHAMA WESTWARD.

STRAMERS "TELEMACHUS"... VICTORIA and PACIFIC COAST For Freight, apply to-BUTTERFIELD & SWIRE.

Hongkong, 30th June, 1905.

NAVIGATION LIMITED.

AGENTS.

SWATOW, WEIHAIWEI, CHEFOO and TIENTSIN CHEFOO and NEWCHWANG MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS VILLE, BRISBANE, SYDNEY and MELBOURNE CEBU and ILOILO KOBE "KAIFONG" "TAIYUAN" On 13th July. "KAIFONG" "TAIYUAN" On 15th July.	,
CHEFOO and NEWCHWANG MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS VILLE, BRISBANE, SYDNEY and MELBOURNE CEBU and ILOILO **KAIFONG** "HUPEH** CHINGTU* CHINGTU* **KAIFONG** CHINGTU* CHING	rabbaske
DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS STAND, COOKTOWN, CAIRNS, TOWNS STAND, CHINGTU"	
COOKTOWN, CAIRNS, TOWNS- \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	٠.
VILLE, BRISBANE, SYDNEY and I MELBOURNE CEBU and ILOILO * "KAIFONG" TAIYUAN" On 14th July.	•
MELBOURNE * "KAIFONG" On 14th July. "CEBU and ILOILO On 15th July. "TAIYUAN" On 15th July.	
KORE "TAIYUAN" On 15th July,	· .
* The attention of Passangers is directed to the superior accommodation offered by	, .
TIPE AND INTERPOLATION OF THE PERSON OF THE PROPERTY OF THE PR	, v th
termers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qu	
Furgeon is called.	

† Taking Cargo on through bills of lading to all Yangtste and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS,

For Preight or Passage, apply to-BUTTERFIELD & SWIRE. AGENTS.

Hougkong, 11th July, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ. PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STRAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION SAILING DATES. STEAMERS.

			1909	
SACESEN	•••	WEDNESDAY		19th July
SCHARNHORST	•••	WEDNESDAY		2nd August
PRINZ HEINRICH		WEDNESDAY	•••	16th August
PRINZ EITEL FRIEDRICH	n	WEDNESDAY	***	30th August
PREUSSEN		WEDNESDAY		13th September
BOON		WEDNESDAY		27th September
BAYERN	241	WEDNESDAY		11th October
GNEISENAU	***	WEDNESDAY	337	25th October
DOTATION ATTOM	-** :	WEDNESDAY		8th November
CLA COMP CLETAT		WEDNLEDAY		22nd November
PRINZ REGENT LUITPOLD		WEDNESDAY	***	6th December
PRINZ HEINRICH		WEDNESDAY		20th December

ON WEDNESDAY, the 19th day of JULY, 1905, at Noon, the Steamship "SACHSEN," Captain F. v. Letten Peterssen, with MAILS. PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at Naplus and Genoa. Shipping Orders will be granted till NOON, on MONDAY, the 17th July. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 18th July, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 18th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardssee.

Linea can be washed on board.

NORDDEUTSCHER LLO7D.

For further Particulars, apply to

Hongkong, th July, 1905.

PROPOSED SAILINGS FROM HONGKONG S'HALVIG INLAND DODTE AND ORKGON

Claric and an arm	JAPAN, MOJI; KO	RIE AND YOROT	HXNYA POR	TLAND, ORM	
OPERATI:	NG INOR	EGON RA	ILROAD &	NAVIGATION	CO.
Cherr	TO A WINDSTEP	TONS.	CAPTAIN	TO SAIL AT DAYLIG	AT: ON
AL CRITTERA	KTOT A P!	. 4.370 Br	ehmer	fulv 22nd 1	905.
48 A TO A TO 1	[A 1/	. 4.485 Me	tzenthin	August 12th, 1 September 1st, 1	905. 905.
"ARAGO	ONIA"	4.370 W	agemann	September 26th, 1	905.
771	Title of Tading is	med to Pacific	Coast Points and	a Eastern, Canadia	m and
United State	tos Points. For thro	ugh rates of]	Freight and furthe	r information, commu	ınicate
with or app			~		

ALLAN CAMERON, GENERAL AGENT.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND

VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

• .	والمستقل المستقل المستقل المستقل المستقل الم				41		
	R.M.S. Proposi	ED SAILINGS FRO	M HONGKONG	(SUBJECT T	O ALTERA	TION).	
	"EMPRESS OF JA						
٠.	"EMPRESS OF CH	INA " 6.000 Tons	Com. R. Archi	bald. E.N.n.	WEDNES	DAY. 2	nd Anr.
<u>'</u>	"ATHENIAN"						
	"EMPRESS OF IN						
	"TARTAR"						
	Hongkong to London						
		7 n			iob Loo.	ATTRACTOR T	
		Tuccinents on	Det	77	£40.	12 11	£42.
-		Intermediate on and let Class	man	•			· · · /
1	1 .					·	

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIHP passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navel Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps. Guides, Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, 9. Pedder Street.

INDO-CHINA STEAM NAVIGATION CO.. EIMITED.

PROJECTED SAILINGS FROM LONGKONG. (SUBJECT TO ALTERATION.) "LOONGSANG" ... Friday, 14th July, 4 P.M. * MANILA SINGAPORE, SOURABAYA and) "HINSANG" Friday, 14th July, 3 P.M. + SHANGHAI

"FAUSANG"...... Friday, 14th July, 3 p.m.
"WOSANG"...... Monday, 17th July, 3 p.m.
"SINGAPORE, PENANG & CALCUTTA "LAISANG"..... Tuesday, 18th July, Noon.
"These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtsze Ports. For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. Hongkong, 19th July, 1905.

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN

TAVA " AUTINIA - ANTIN TADAN

	JAVA, *C	HINA A	ND JAPAN.	
	The second s	EXPECTED		
STEAMER	FROM	ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
IJILATJAP.	JAVA	First half of	JAPAN vis SHANGHAI	Second half of July
IJIPANAS.	JAPAN	Second half of	JAVA PURIS	First half of
BOGOR	JAVA	Second half of July	JAPAN via SHANGHAI	First half of August
TJIMAHI	JAVA	Second half of August	JAPAN via SHANGHAI	Second half of August
<u> میں میں میں میں میں میں میں شیور ناسو</u>	am all fittad thuan	i	trie Light and have egger	

The Steamers are all fitted throughout with Electric Light and have accommodation for limited number of Salcon Passengers, and will take Cargo to all Netherlands-Indian ports a through Bills of Lading. For Particulars of Freight and Passage, apply to the HEAD AGENCY OF THE

Alexandra Buildings, 3rd Floor. Hongkong, 12th July, 1905.





JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

BUSSAN KAISHA MITSUI &

HEAD OFFICE:-1, SUBUGA-CHO, TOKYO. LONDON BRANCH :-- 84, LIME STREET, E.C. HONGKONG BRANCH :- PRINCE'S BUILDINGS, ICB HOUSE STREET

OTHER BRANCHES New York, San Francisco, Hamburg, Bembay, Singapore, Scurabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Scoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinetsu, Sasebo, Maidsuru Miike, Hakodate, Taipeh, &c.

Telegraphic Address "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenale and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers. SOLE PROPRIETORS of the Farnous Milke, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotana, Mameda, Mannoura, Onoura Otsuj, Sasahara Tsubakuro, Yoshinotani, Yoshio, Yunokibara, and other Coals. S. MINAMI. Manager, Hongkone.

VESSELS ON THE BERTH

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED. FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship =

Captain Swanson, will be despatched as above on SUNDAY, the 16th July, at DAYLIGHTS For Freight or Passage apply to JARDINE, MATHESON & CO...

Hongkong, 11th July, 1905.



GATION COMPANY.

STEAM FOR FRUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZand PORT SAID.

Taking Cargo at through rates to the BRAZILS, to South Africa, Persian Gulf, Red SEA, BLACK SEA. LEVANT, VENICE and ADRIATIC POBTS). THE Company's Steamship

Captain omanovich, will be despatched as above on SATURDAY, the 29th inst., P.M. This steamer has capital accommodation for passengers, electric light and carries a doctor.
For information as to Passage and Freight,

SANDER. WIELER & CO., Princes' Buildings.

VESSELS ON THE BERTH EAST ASIATIC COMPANY, LIMITED, COPENHAGEN. NOTICE.

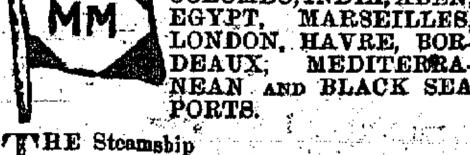
STEAM FOR SINGAPORE, COLOMBO AND COPENHAGEN. THE Chartered Norwegian Steamship

"MONTBLANC," will be ready to load for the above places on or about THURSDAY, the 20th inst. For Particulars, apply to MELCHERS & CO.,

Agents. Hongkong, 7th July, 1905. COMPAGNIE DES MESSAGERIES

MARITIMES.

FRENCH MAIL STEAMERS. STEAM FOR SAIGON SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN EGYPT. MARSEILLES, LONDON, HAVRE, BOR-DEAUX; MEDITERRA-



"TOURANE," Captain Girard, will be despatched for MAR-SEILLES on TUESDAY, the 25th July, at Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Next sailings will be as follows: S.S. "TONKIN" Sth Aug. S.S. "SYDNEY" ... 22nd Aug. S.S. "ARMAND BEHIC" 5th Sept.

G. DE CHAMPEAUX.

Hongkong, 12th July, 1905.

Ask for

insist on getting

for there is nothing like

GOSHI-KWAISHA

(MITSU BISHI CO.)

MARUNO-UCHI, TOKIO. Cable Address, "IWARAKI," which applies to all Branch Offices and Hongkong and Shanghai Agencies. Al. ABC 5th Edition, Western Union Coder

All Letters Addressed:-MANAGER, MITSU BISHI Co., with name of place under.

BRANCH OFFICES:-NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW. AGENCIES:---

SHANGHAI: H. J. H. TRIPP. HONGKONG: H. U. JEFFRIES. MANILA: MACONDEAT & Co. CHINKIANG: GEARING & CO. YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Inperial Japanese Navy and Foreign Navies; the Imperial Arsenals; the Imperial Railway; Sanyo, Kiushu and the other Principal Rail-ways; Industrial Works; Home and Foreign Mail and Freight Steamers. EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North

China, Korean ports and America. SOLE PROPRIETORS of Takashima, Ochi, Shinnew, Namazuta and Kami-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzeu Coal Sole Agenta for Kigio, Komatsu (Tagawa)

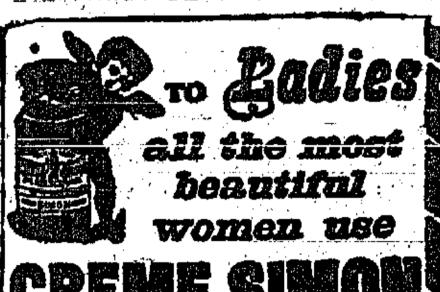
and Yashiromachi Coal (Karatan). The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries. Coal sold in 1904 by the Company amounted to 1,520,000 tons.

TAKASHIMA COAL. New and additional shafts at the Takashims Colliery have been completed and this wellknown best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity, Hongkong, 15th February, 1905.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILT.S OF LADING for all the principal perts in SOUTH APRICA, in connection with INDO-CHINA STIAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAPE PORTS every fort ight For Freight and further particula s.

pply to DODWELL & CO., LIMITED. General Agenta for China and Japan. Hongkoner, 4th A ignat 189



Mas Adelina Pates says: a Hart found it very

a good indeed b. POUDRE SIMON

PARFUMS Wiolette - Meliotrope Crême Simon Chemists, Hairdressers, Parlumers and Stores-

GRIMAULT. C°



Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

8, RUE VIVIENNE, 8 Paris

INSURANCES

L'UNION OF PARIS FIRE INSURANC COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company a.e. prepared to accept Risks against Fire at curre

SIEMSSEN & CO.

Hongkong, let January, 1904 13 AACHEN AND MUNIOH PIRE IN-

OF AIX-LA-CHAPELL AGENTS for the shove Company, are prepared to ACCEPT RISKS against FIRE

SURANCE CO.

at Current Rates. REUTER, BROCKELMANN & CO.

Hongkong, 21st April, 1897 JORTH BRITISH AND MERCAN TILE INSURANCE COMPANY.

AUTHORISED CAPITAL ... 23,000,000 SUBSCRIBED CAPITAL ... 2,750,000.

TOTAL FUNDS AT 31ST DECEMBER, 1954.

PAID-UP CAPITAL II. FIEE FUNDS...... 3,001,266 12 9 The Undersigned AGENTS for the above

Company, ore—prepared to ACCEPT RISKS against FIRE at-Current Rates. SHEWAN, TOMES & CO.,

Hongkong, 30th June, 1905. HUNGKONG

BUSINESS DIRECTORY IRON MERCHANIE.

SINGON & CO., Iron. Steel. Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. Gararal Storekeepers and Commiss on Agents. 35 & 37, Hing Loong Street. (1st Street, West of Central Market.)

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST Bromide and Cruyon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amsteurs; No. 8A, Queen's

Boad Central

Provision and Cast Merchania, Suil-

STOREKEEPERS BISMARCK & CO., Navy Contractors, Ship Chandlers,

makers, &c. Fresh Water supplied to K WONG SANG & CO., Shipchandlers Sailmakers, Provisioners, Coal Moreh ats, Rardward Frigineers Tools, Metal, Iron and Steal Vorchaute:



This successful and highly popular remedy, used is the Continental Hospitals by Ricord, Rostan, Johns, Volucian and others, combines all the desiderate to be sought in a medicine of the kind, and surpasses everything hitherto

THERAPION NO. I in a reshort time, often atew days only, removes all discharges from
the urinary organs, effectually superseding injections, the use
of which does irreparable harm by laying the foundation of
stricture and other serious diseases. In dysentery, piles,
irritation of the lower bowel, cough, broachitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, afferding prompt relief
where other well-tried remedies have been powerless.

THERAPION NO. 2 for imthe blood, scurvy, pimples, spots, blotches, pains and awellings of the joints, secondary symptoms, gout, rheumatism,
and all diseases for which it has been too much a fashion
to employ mercury, sarsaparilla, &c., to the destruction of
sufferers' teeth and suin of health. This preparation

purifies the wholesystem through the blood, and the roughly eliminates every poisonous matter from the body.

THERAPION NO. 3 for a constraint, impaired vitality, elements, and all the

distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION is sold by the principal Chemists and Merchants throughout the world. Price in England 2/9 &

4/6. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a fac-simile of word "Thundpion" at it appears on the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon-Commissioners, and without which it is a forgery,

Sold by Principal Chemists.

Mails for CANTON, SAMSHUL and WUCHOW are closed on week-days at 7.36 a.m. On Sunday the mail for Macao is closed at 8 a.m.

A mail for MACAO per s.s. Wingchai is closed every week-day at 5 p.m. Meils for Namtao, Sanbue, *Kongmoon, *Kumchuk, *Samskui, *Wuchow and *Canton are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m. *No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WI	ILL CLOSE	
FOR	i sk	DATH.
Hoihow and Haiphong	Hanoi Ischia	Wednesday, 12th. 9.00 A.M. Wednesday, 12th, 10.00 A.M. Wednesday, 12th,
SHANGHAI, NAGABAKI, KOBE, YOKOHAMA.) VICTORIA and VANCOUVER (B.C.)	Empress of Japan	Printed Matter and Sam- ples 10.00 A.M. Registration 1000 A.M. (Registration, with late
Extra postage 10 cents.)		fee of 10 cents, up to
Macso Manila, ort Darwin, Thursday Island, Cook-	•	Wednesday, 12th, 1.15 P.M.
Hobart, Launceston, New Zealand, Mel-	Australian	Wednesday, 12th, 5.00 p.M.
Keelung, Moji Kobe, Yokohama, Victoria, B.C. and Tucoma Wash.	•	Thursday, 13th, 11.00 A.M.
Macao	Heungshan Hupeh Haiching	Thursday, 13th, 3,00 p.m.
Bangkok	Chowfa	Friday, 14th, 11.00 A.M. Friday, 14th, 11.00 A.M.
	Fausang	Friday. 14th, 2.00 P.M. Friday, 14th, 2.00 P.M.
Manila Cebu and Hoilo Manila, Zamboanga, Port Darwin, Thursday	Loongsang	Friday, 14th, 3.00 P.M. Friday, 14th, 3.00 P.M.
Island, Cooktown, Cairns, Townsville, 1118-		Friday, 14th, 3.00 P.M.
Zesland, Melbourne, Adelaide and Perth	Rubi	Saturday. 15th. 9 00 A.M.

Fenglion, Verdande, Grafton, Liberia. 20th-

Ling, Malacca, Tydeus. 27th-Benledt, Dar-

danus, Diomed. 30th-Achilles, Agincourt,

Wittekind, Lacrice. July 4th-Buyern, Poona,

Kather; from Singapore, Messrs. H. Hunt and

Per Mongolia, from San Francisco, Mr. and

Mrs. W. R. Barnes and infant. Messrs. A. E.

McFarland, S. R. Guthrie, G. B. Kimball, Mrs.

E. Marston, Mr. A. W. Morse, Mr. and Mrs.

R. H. Neely, Mr. and Mrs. A. K. Resser,

Mesars. J. W. Towns and A. G. Crane; from

Yokohama, Mr. H. Heleker, Capt. R. M. Catts,

U.S.M.C., Mr. J. C. Craig, Mr. and Mrs. C. J.

McCaskey; from Kobe, Mr. F. E. Shaw, Mrs.

I. E. Carter, Miss M. E. Carter, and Mr. G. E.

Dow; from Nagasaki Mr. D. le Roy Topping;

Por Rubi, from Manils, Mr. and Mrs. J. G.

Coulter, Messrs. J. B. Green, A. M. Timke.

F. A. Anderson, A. D. Walk, H. J. Black.

Major S. D. Rochenbach, U.S.A., Capt. Cosby.

U.S.A., Mr. A. S. Caldwell, and Judge R. M.

AND ENGINE WORKS.

NAGASAKI,

CODE WORD: "DOCK,"

A.I. A.B.C., and Engineering Cala Used

NEW DOCK-NOW OPEN.

DUCK No. 3.

Width of Entrance on Bottom ... 884 ... Water on Blocks of Spring Tide 344

Water on Blocks at Spring Tide 264 ..

DOCK No. 2.

Extreme Length 371 feet

Length on Blocks

Width of Entrance on Bottom ... 53

Water on Blocks at Spring Tide 22 ...

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross

THIE WORKS are well equipped with

ANCES to undertake BUILDING or

REPAIRING SHIPP, ENGINES, and

BOILEITS; and also ELECTRICAL

Extreme Length ...

Leagth on Blocks

Width of Entrance on Top

Width of Entrance on Bottom ...

Width of Entrance on Top

Width of Entrance on Bottom...

Width of Entrance on Top

Extreme Length...

Length on Blocks

BISHI DOCKYARD

and H.E. Chan Tung

from Shanghai, Mes . W. S. Davidson, C. W.

Baromal

Dittey.

MITSU

Frankel, E. Freyvo

TO-MORROW. Sale, Household Furniture, Sales Reome, Messrs. Hughes & Hough, 11 a.m. Sale, Dress Materials, &c., Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

COMMERCIAL.

• •	The second secon	Glenroy, Machaon, Merionethshire.
	CLOSING QUOTATIONS.	
	11th July.	ARRIVALS AT HOME.
		July 7.—Lowther Castle.—
O۳	LONDON.	
	Telegraphic Transfer	PASSENGERS.
	Rank Bills on demand 1/107	ARRIVED.
	Bank Bills, at 30 days sight1/1012	Per M. Struce, from Mauritins, Captain
	Bank Bills, at 4 months sight1/104	Falkersburn.
	Credits, at 4 months sight1/11	
,	Credita, at a months of the sink 1111	Per Petchaburi, from Bangkok, Mesers,
٠.	Documentary Bills, 4 months sight 1/111	Schmidt and Hansen.
On	PARIS.	Per Tilotier, from Macassar, Messra Fesse,
· · · · · · · · · · · · · · · · · · ·	Bank Bills, on demand 238	Brodonson and Woisborger
	Credits, at 4 months' sight 2414	Per Haiching, from Coast Ports, Lieut C. J.
- On		Hughes, Messra Bolles, Castro and Tanabe.
	On demand	Per Tonkin, for Hougkong from Marseilles,
ON	New York	Mrs. T. Reynols and Mrs. Teperino; from
	Rank Rills, on demand461	Singspore, Mr and Mrs. Clinton Highest and
	Bank Bills, on demand	Mrs. Oharu; from Saigon, Messrs. L. Manasche,
dia	HOMBAY,-	G. Manasche, Gros P. Norton, W. O. Niekock.
	Telegraphic Transfer	Revs. Liogga and Delagnes: for Shangkai
	Bank, on domand	from Marseilles, Messrs. Thevenet, J. Van
Ω2	CALCUTTA.	Cooth, Mr. and Mrs. Deselee and infant; from
	Tolographic Transfer	Suez, Mr. and Mrs. S. Grinstein and child.
	Bank, on demand	from Colombo, Mrs. Lea Beliette, Mrs. M.
Ox	SHARGHAL	Zantker, Mr. and Mrs. Trottmann, Mesers.
3	Rank at sight	Sklafenits; Sebbattino, Mr. and Mrs. Feltman,
. •	Private 30 days' sight	Mr. and Mrs. Raing; from Singapore, Mesere,
Ox	YOROHAMA.—On demand921	P. Mertens, Mathieson Haussen, Horwitz, Eva
On	MANILA.—On demand—Pesos.—93	Dogal and Paul Flisee; from Saigon, Messre,
	SINGAPORE. On demand 6 p.c. p.m.	Mess and Weckster and Mrs. Legrand: for
ÓN	BATAVIAOn demand 1 34	Kobe from Morseilles, Mr. Hiraghi: for Yoko.
Ž.	HAIPHONG.—On demand 11 p.d. r. w.	hama from Marseilles, Mr. S. N. Takano; from
170	SAIGON.—On demand	Port Said, Mr. T. Chalonb; from Madras. Mr.
-	BANGKOR('n demand62	Malickjee and child; from Colombo, Mr. J. Abdul
- Day	BREIGNS, Bank's Buying Rate 10.45	
DUY	BRETAND THEF & SALLEY CONTRACTOR	Kather; from Singapore, Messrs, H. Hunt and

. প্ৰ	OPIU	М.		• .
and the second of the second				11th July.
Quotations are	.— Allq	W 00	net.	to 1 catty.
Malwa New	\$1200	to	-	per piou'.
Malwa Old	2128 0	to	 .	19,
Malwa Older	\$1340	to	.—	13
Malwa V. Old	\$1400	to		
Persian fine caal	ity \$980	to	_	n
Pervian extra fli	10\$1020	to		ti.
Patna New	\$1120	to		per chest.
Latra Old	8	to	***************************************	September 1
Beneres New	\$1 075	tọ	•	- (n :
B nares Old	8 —	to		
			,	

GOLD LEAR, 100 fine, per teel 55.60

VESSELS EXPECTED.

THE ENGLISH MAIL. The P. & O. str. Coromandel left Singapore for this port on the 8th July at Il a.m., and is due here on the 13th July about 6 a.m.

THE GERMAN MAIL. The I.G.M. str. Prine Heinrich left Colombo on Friday,-p.m., and may be expected here on Tuesday, the 15th July. The I.G.M. Australian str. Prinz Waldemar

left Kobe on Sunday at 6 p.m. via Moji. The I.G.M. Australian str. Prinz Sigismund left Sydney on Saturday, the 8th July at 2 p.m., and may be expected here on Monday, the Bist July. THE AMERICAN MAIL.

The P.M. str. China left Yokohama on Thursday, the 6th July via Japan ports and Manils, and is due here on the 19th July. THE CANADIAN MAIL.

The C.P.R. str. Empress of China left Vancouver on Monday, the 3rd July, pm. for Hongkong via the usual ports of call.

TERCHANT STEAMERS. The Ben Line str. Benlarig, from Antwerp and London, left Singapore on the 6th July A.m., for this port. The C.N. str. Chinglu left Kobe via Kuchi-

notzu on the 7th July, and is due here on the 13th July, p.m. The E. & A. str. Empire, from Sydney, left Manila on the 11th July at noon, and is due-

here on Thursday at 2 p.m. The Bucknall Line str. Bardlong, from London and ports, left Singapore on the 11th July, and is due here on the 17th July. The Boston S.S. Co.'s str. Shawmut arrived

at Manila on the 4th July. The str. Satsuma sailed from New York on

the 5th June. The Boston S.S. Co.'s str. Tremont sailed from Seattle on the 24th June for usual ports of call. The C.P.R. str. Athenian left. Vancouver on Monday, the 26th June, p.m., for Hongkong via the usual ports of call.

The P. & A. str. Arabia sailed from Portland on the 2nd July, and is expected here on the 3rd August. The A. A. str. Ras Dava left New York on

the 21st June, and is due here on the 21st Aug.

A LURGE STOCK of MATERIAL is always kept on hand. The COMPANY has the powerful steamer OURA-MARU" (712 tons, 700 I.H.P. STEAMERS PASSED THE CANAL. epecially built for SALVAGE PURPOSES LANE, June 13th -Austria. Benlarig, Den of Crombie. equipped with necessary gear, always roady 16th-Hudson, Keemun, Tonkin, Patroclus, Short Notice.

JUINT STOCK SHARES. Hengkong, 11th July.

PAID UP. COMPANY. QUOTATIONS. \$200 \$160. Alhambra Banks-\$125 \ \$860, buyers Hongkong & S'hai... l London, 288 National B. of China A. Sharos £5 | \$37, buyers 6d. 561, buyers Hell's Asbestos E. A... 12s. China-Borneo Co..... \$12 \$11.75, sales China Light & P. Co... \$10 | \$8.75, sellers China Provident Cotton Mills--Ewo Tis. 50 | Tis. 43, buyers Hongkong \$10 | \$161, selters International Tls. 75 | Tls. 38. Laou Kung Mow ... Tls. 100 | Tis. 40, buyers

Soychee Tls. 500 | 11s. 100. Dairy Farm \$6 \$17, scilors Docks and Wharves— Farnham, B. & Co... Tis. 100 | Tis. 141. H. & K. Wharf & G. \$50 | \$95, buyeve H. & W. Dock \$50 | \$195, salus & buy. New Amoy Dock ... \$62 \$18, seliers, o.c.n. Shai & H. Wharf... Tls. 100 | Tls. 1784. \$29, sellers Fenwick & Co., Geo.... 27 new issue, sel. G. Island Coment. \$10 - \$264; sellers Hongkong & C. Gas... £10 \$170, buyers Hongkong Electric ...' \$10 | \$174. Do. Now..... \$5 | 3114. \$100 | \$2,24. H. H. L. Tramways... Hongkong Hotel Co...

Hongsong Ice Co \$25 | \$2421, Hongkong Rope Co... \$10 \$15, sellers H'kong S. Waterboat. lnsurancos— \$50 \$320, buyers Canton \$87, sellers China Fire..... \$25 | \$67, buyers China Traders \$50 \$302, sales Hongkong Fire £5 Tls. 52. North China \$100 | \$700, buyers Union..... \$60. \$1724. Yangtezo

\$60 | \$138.

Land and Luilding---Hongkong Landiny. \$100 | \$116. Southgrove. 25th-Benvenie, Indrami, Pak humphrey's Estate \$12%, sollers Do. New..... Kowloon Land & B. \$40, 80 lors Shanghai Land..... Tis. 50 Tis. 1224, buyers Benalder, Segovia, Sydney, Pyrrhus, Atholl, Westroint Building \$50 \$64, seiters Eornexchange, Korano, Oceano, Rhenania, Stuttgart. 7th-Antenor, Bayern, Candia, Charbonnages Fcs. 250 | \$490." kaubs 18/10 | \$04, buyers

Kefineries— China Sugar \$100 \$212, sellers \$100 \$01, sellers Lazon Sugar Per M. Struce, from Mauritins, Captain Steamship Companies Per Petchaburi, from Bangkok, Messrs, \$25 \$20, sellers China and dismla... Doughs steamship. \$351, soders Per Tjilatjup, from Macassar, Messra Fesse, H., Canton & M..... * \$264, sales -¥57,- buyers, Indo-China S.N. Co. Per Haiching, from Coast Ports, Lieut C. J. eum dividend Shell Transport Co.. #1 22s., sellers Per Tonkin, for Hougkong from Marseilles. Do. Preference ... ≥8 10s. Mrs. T. Reynols and Mrs. Teperino; from Star Forry...... Sub, sellers Singspore, Mr and Mrs. Clinton Highett and \$27, seilers Do. New Mrs. Obaru; from Saigon, Messrs. L. Manasche. Shanghai & H. Dyeing -

G. Manasche, Gros P. Norton, W. O. Niekock. South China M. Post.. \$25 \$22, collers Revs. Lieggs and Delagnes: for Shangkai Steam Laundry Co... from Marseilles, Messrs. Thevenet, J. Van Dominion Cooth, Mr. and Mrs. Deselee and infant; from Suez, Mr. and Mrs. S. Grinstein and child. Stores:& Dispensaries Campbell, M. & Co. \$10 \\$36. from Colombo, Mrs. Les Beliette, Mrs. M. Powell & Co., Wm., Zantker, Mr. and Mrs. Trottmann, Mesers, \$10 \$112, sellers Watkins..... \$10 | \$7½, sellers. Sklafenits; Sebbattime, Mr. and Mrs. Feltman, Mr. and Mrs. Roing; from Singapore, Mesers, Watson & Co., A. S. \$10 \ \$121, sales & buy. P. Mertens, Mathieson Haussen, Horwitz, Eva Inited Asbestos \$4 \$91, sellers Dogal and Paul Flisee; from Saigon, Messre. .. Do. Founders...... \$10 | \$150. m. Mess and Weckster and Mrs. Legrand: for VERNON & SMITH, Brokers. Kobe from Murseilles, Mr. Hiraghi: for Yoko.

HUNGRUNGER FOR LABOUR From 12th to the 18th July. To correct Zone Time add 23 min, and 18 sec.

LOW WATER.

цз 1 40 10 /3 a 4

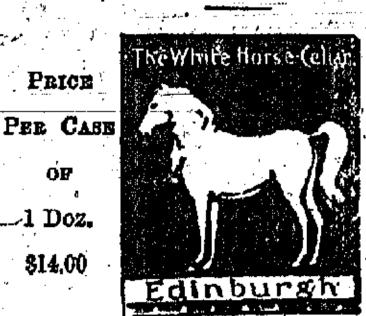
> HONGKONG METEOROLOGICAL. REGISTER.

> > Hongkong Observatory, 11th July.

Previous Day On Date at | On Date at 4 p.m. 29.90 29.84 29.81Harometer Temperature Humidity Wind Direction Force ... Highest open air 4 emperature on 10th.......88

Lowest open air Temperature on 10th.......78 MESSES, FALCONER & Co.'s REGISTER, 11th July Barometer 9 s.m., 29.85 Therm. (Wetbulb) 9 A.M.78 Earometer P.M...29.85 Therm. (Wetbulb) 1 P.M.79 Barometer 4 P.M...29.S3 Therm. (Wetbulb) 4 P.M.78 Thermom. 9 a.m... 83 Therm. Maximum86 Thermom. 1 P.M... 86 Therm. Minimum over

WHITE HORSE CELLAR WHISKY.



PRICE PER CASE OP.

THE NOTED BRAND OF THE OLD COACHING DAYS. Sole Agents:

CRAWFORD -saungkong, 6th April, 1905.

PORTLAND AND ASIATIC STEAM-SHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NICOMEDIA, FROM PORTLAND (OR.), YOKOHAMA, KOBE, AND MOJI. THE above Steamer having arrived, Consignees of Cargo are hereby requested to

send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vescel will be landed and stored at Consignees' risk

and expense. No Fire Insurance will be effected by us in any case whatever-ALLAN CAMERON. General Agent.

Hongkong, 5th July, 1905. OCEAN STEAMSHIP COMPANY, LIMITED,

CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"STENTOR. are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., where, in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown

on and after the 8th inst. Optional cargo will be landed, unless notice has been given prior to steamer's arrival. -All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 12th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognised. No Fire Insurance has been effected. BUTTERFIELD & SWIRE.

Agents. Hongkong, 6th July, 1905. FROM HAMBURG, BREMEN, ROT-TERDAM, ANTWERP, PENANG AND SINGAPORE.

FIHE H.A.L. Steamship

"SPEZIA. Captain Ehlers, having arrived from the above ports. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alcugside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Codown Company, Limited, and stored at Consignees' risk and

All Claims must be presented within ten days of the steamer's arrival here after which date

they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE.

Hongkong Office. Hongkong, 6th July, 1905. "SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDO! AND STRAITS. THE Steamship " Denbighshire.'

Captain W. A. Evans, having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consigness' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 2.30 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & CO., Hongkong, 6th July, 1905.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS. FROM LONDON, MIDDLESBORO,

AND ANTWERP. THE Steamship

" GLENÎOGAN." having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed. Optional goods will be carried on unless

instructions are given to the contrary before 4 P.M. TO-DAY. Goods not cleared by the 14th inst., will be subject to rent. No Fire Insurance will be effected, All damaged packages must be left in the

Godowns, and a certificate of the damag obtained from the Godown Company within ten days after the steamer's arrival, after which | CAPTAIN C. V. LLOYD (8.8. "HANKOW no claims will be recognised. McGREGOR BROS. & GOW. Hongkong, 7th July, 1905.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED, FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "LAISANG." having arrived from the above ports, Consignees of Cargo by her are hereby informed

that their Goods will be delivered from along-Cargo impeding the discharge or remaining on board after 4 r.m., the 12th inst. will be

landed at Consignee's risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., General Managers. Hongkong, 10th July, 1905.

NOTICES TO CONSIGNEES HONGKONG, CANTON, MACAO WEST RIVER STEAMERS.

JOINT SERVICE OF THE LONGKONG, CANTON AND MACAU STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD

HONGKORG-CANTON LINE.

S.S. "HONAM," 2,363 ans, Captain H. D. Jones.
S.S. "POWAN, 2,338 tol., Captain G. F. Morrison, R.N.E.
S.S. "FATSHAN," 2,260 tol., Captain R. D. Thomas.
S.S. "HANKOW," 3,073 tol., Captain C. V. Lloyd.
S.S. "KINSHAN," 1,995 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8.3ta.m. (Sunday excepted), 9 p.m. and 10.30 p.m. (Saturday excepted). Departures from Canton to Hongkong daily at 8.30 a.g., 2 p.m. and 6 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest, on the Rive Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND WACAO STEAMBOAT CO., LD.

《囊门译篇》

wattones ...

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke. Departures from Hongkong to Macao on weekdays about 2 p.m. (See Special Summer Timetable) Departures on Sundays at Noor, Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

8.8. "LUNGSHAN," 219 tons, Captain T Hewlin. This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at

8.30 a.m. and leaves Macao for Carton every Monday, Wednesday and Friday at 8 a.c.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE

S.S. "SAINAM," 588 tons, Captain W. A. Valentine. S.S. "NANNING," 569 tons, Captain C. Butchart. One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and arelighted throughout by electricity,

Further particulars may be obtained at the Office of the-HONGKONG. CANTON AND MACAO STEAMBOAT CO., LD:

18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);
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JAS. W. OSBORNE, PROPRIETOR AND MANAGER.

7.00 a.m.

NOTICE TO CONSIGNEES.

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies.) NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE THE Steamship

having arrived from the above port. Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkoug and Kowloon Wharf and Godown Company, Ld., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will No Fire Insurance has been effected; and

14th instant, will be subject to rent. CARLOWITZ & CO. Hongkong, 7th July, 1905.

FROM ANTWERP, PENANG AND

SINGAPORE. THE H.A.L. Steamship

"ARCADIA" Caritain Schmidt, having arrived from the above ports. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside. Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th July, will be subject

to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th July, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE Hongkong Office. Hongkong, 8th July, 1905.

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With Illustrations, Maps and Plans.

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Hongkong, 4th October, 1803

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CHIN JOO HENG CO.

Opium Farmers. Hongkong, 20th June, 1905.

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every & hour. SATURDAYS, Extra care at 11.80 p.m. and 11.45 p.m. BUNDAYS. 8.00 s.m. tc 9.00 s.m. ... Every 15 minutes. 9.000 a.m. to 9.80 a.m. ... Every 80 minutes. 9.80. s.m. to 10.80 s.m. ... Every 15 minutes, any Goods remaining in the Godowns after the 10.3 a.m. to 11.00 a.m. ... Every 10 minutes. 12.0 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 6.00 p.m. to 7.00 p.m. ... Every 15 minutes.

UNGKONG HIGH-LEVEL TRAM-WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.80 a.m. to 8.00 a.m. ... Every 10 minutes.

8.00 a.m. to 8.80 a.m. ... Every 15 minutes...

8.30 s.m. to 9.30 s.m. ... Every 10 minutes.

9.30 s.m. to 11.00 s.m. ... Every 15 minutes.

11.80 a.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every 10 minutes...

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 10 minutes.

2.15 p.m. to 8.00 p.m. ... Every 15 minutes.

3.30 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.,

7.00 p.m. to 8.00 p.m. ... Every 10 minutes. NIGHT CARS at 8:45 p.m. & 9.00 p.m., 9.45 to: 11.15 p.m., every half hour. SPECIAL CAR TO BY BY BURNEST at the Company's Office. Alexandra Buildings, Des Vœuz-... HN D. HUMPHREYS & SON.

General Managers. Hongkong, 8th December, 1904,



SHIPPERS CUTLER, PALMER & Co., LONDON

AGENTS: LANE, CRAWFORD & CO. HONGKONG

Congkong 17th May, 1905